

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING PEOPLE AND THEIR FRIENDS.

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YARNS.

IX.

LOVE'S YOUNG DREAM.

There was a young North-Briton,
With a heart (and head) of fire;
They called him James Macpherson
Duncan Campbell Macintyre.
His talent made me wonder,
But his story made me grieve,
As when you've read this ballad
You will easily believe.

Although in bookish learning
He was not great, because
He never donned the satchel,
And he never felt the tawse.
Yet in mercantile acuteness
He was a man of men,
And they bound him to a chemist
At the early age of ten.

He never mixed a lotion,
And he never made a pill,
But he polished all the bottles
With inestimable skill.

And he swept the floor so featly
That they gave him in his teens
The important post of surgeon
On a brig for New Orleans.

There he kept a case of instruments
For docking hands and feet,
And performed his amputations
In a manner that was neat;
And at the funeral every week
His grief sincere was poured,
And he dropped a tear of anguish
As the corpse went by the board.

And he won the hearts of sailors,
For 'tis entered in the log
He prescribed for all their ailments
A double dose of grog!
But when they reached the Indies
The surgeon went on shore,
And resolved that never, never,
Would he travel any more.

For why? There was a maiden,
And her eyes were soft, I ween,
Her skin was dark as ebony,
She called her age nineteen;
She spoke of all her rich domain—
Her voice and look were bland—
And first she won poor Jamie's heart,
And then he won her hand.

She knelt before the altar,
This sweet and gushing thing;
And round her dusky finger
He placed the golden ring:
They mounted in a chariot
And alighted at her door,—
And he found she was a widow,
Which he did not know before!

Her sire came out to greet them,
A man who from his birth
Had detested soap and water,
Loving miry mother earth:

Forth came his interesting spouse,
In whom the surgeon saw
A withered heap of rags and bones—
His dear mamma-in-law.
And round about poor Jamie
Began to climb and twine
His Dulcinea's babies,
In number eight or nine;
And when he sought the rich domain
He had aspired to catch,
He found it was one small log-hut
And one potato-patch.

Alas! 'twas but two months ago:
Deplore that surgeon's fate!
Seek out that melancholy shore
And pass the churchyard gate,
And read upon a simple stone
Beneath a bush of briar:
"Here resteth J. Macpherson
D. Campbell Macintyre."

X.

A SHELLBACK'S SWIM.

On the Pacific coast of North America the seafaring class has a weekly journal, established nearly a year ago, and called *The Coast Seamen's Journal*, and described as the "official organ of the Coast Seamen's Union." From a recent number of that publication we extract the following yarn, which is described as true:—

"Comrade Gustaf Behrens shipped on the British ship *Dumbershire*, in 1885, bound for Cork. Upon the vessel's arrival at Cork, the entire crew were paid off, and Behrens took his ticket for Liverpool. Having reached that place, he embarked as a passenger on board of the steamer *Sireleone* (Sierra Leone), bound for Gothenborg, Sweden, with the intention of visiting his parents, whom he had not seen for several years; but the *Sireleone* when but a day out from Liverpool encountered a collision with another steamer, and was sunk on the spot, carrying with her to a watery grave all her crew and passengers with the exception of seven, among whom was Behrens. These, after a brief struggle with the briny element, were rescued by the crew of the other boat. Comrade Behrens had his head badly cut and two of his left ribs broken. The steamer was bound for Liverpool, and upon her arrival at that port, Behrens was conveyed to the hospital, where he was obliged to remain several months before he had sufficiently recovered to seek employment. After he had reached convalescence some kind people assisted him in paying his passage to Cardiff (the comrade had lost all he possessed in the shape of coin and clothing), where he lost no time in seeking for a place where he

might board. He failed, however, to find a house that would take him in, being unable to pay a week's board in advance; he was, therefore, obliged to depend on the charity of some kind sailors, who shared their bunks and meals with him, until finally when men grew scarce and times a little brighter he obtained a berth on board of the bark, *Longfellow*, of St. John's, N.B. (he did not know when he shipped that the N.B. meant 'No Breakfast'), bound for Wilmington, California. The advance money which he took at Cardiff went to cover the expenses for the few necessities which he had to procure. As to clothes, although he needed them badly, yet he had to do without them. After the tug boat had left the *Longfellow* and the vessel had fairly reached the high seas, Comrade Behrens found that his position now was not much, if any, more enviable than it had been at Cardiff; he realised that he had shipped on a floating workhouse—a regular slave ship—such the vessel at least proved for three of the crew, the others being in the main farm labourers and friends of the captain. These had their meals served in the galley, and were put to work at cleaning and scrubbing, while the other three had to do all the hard solid work and were served their 'pound and pint' according to the 'hact of Parliament,' i.e., 1½ lb. of biscuit (Liverpool pantiles) and 14 oz. of salt pork or beef as the case might be, with half-a-pint of soup for dinner, which half pint was of course promptly deducted from their regular allowance of drinking water served out to them each evening. Supper resembled breakfast to a T, only that the tea was served with black molasses instead of coffee without sugar in the morning. After they had long passed the line, and the southern cross had risen well in the horizon, the weather grew cold and uncomfortable, and Comrade Behrens, who felt an occasional shiver run down his back, went aft to purchase some clothes out of the captain's slop chest, but the captain ordered him forward and told him to work off his 'dead horse' (advance money) first, before expecting any clothes from his slop chest. Behrens went forward, and for several weeks, which seemed years to him, submitted to his bitter fate, until almost mad with cold and frost-bitten, he again approached the captain, entreating him to sell him a pair of boots 'at any price.' The captain brutally answered, that if Behrens dared to come aft again he would give him 'all the boots he wanted.' The captain flattered himself on his pugilistic abilities, manifesting them by occasionally kicking one of the three seamen who had

once dared to express his dissatisfaction openly along the deck. At last the voyage was accomplished and the *Long-fellow* anchored outside of San Pedro, but neither the food nor the treatment of the crew changed any for the better. The three men who dined in the fore-castle had still to grease their biscuits with slush of salt pork and to drink their tea with black treacle, until Comrade Behrens grew so weary of this life of misery that he resolved to take his chances, and inspired by the American shore, which loomed in the distance, on June 11th, five o'clock in the morning, he jumped overboard without a stitch of clothes, with nothing but his handkerchief, in which was tied his 'card of membership' of The Coast Seamen's Union, which he had received years ago, and which he had held as dear as his life. After a severe struggle against tide rips and waver, he managed to reach the ship *John Bryce*, where he was assisted on board by the chief officer, Comrade Morris Fitzgerald, and shown forward into the ship's snug and cosy fore-castle, where he was most warmly received and cared for by all of his comrades, who could not find words of praise and admiration enough for the hardy swimmer, nor of pity and regret for his past sufferings. Comrade Behrens almost cried with joy at finding himself thus encircled by an entire ship's crew of Union brothers, and received in such a spirit of love and fraternity, and at hearing how our good old Union had prospered and weathered each stormy blast. The comrade then told his story in detail, and we often felt sorry for Longfellow, to think that that floating hell of a bark should bear his name. And now, Comrade Editor, we all join, as usual, Comrade Behrens included, in wishing every possible success to our Union and its organ, and remain, as ever, for the Union, THOMAS C. NAYLOR, for the crew of the *John Bryce*."

XI. SOLD.

A LOVE YARN, IN THREE VERSES.

"The lunatic, the lover, and the poet,
Are of imagination all compact."

—SHAKESPEARE.

The Fates exiled him from her side,
In riches, paupers were his "betters,"
The postman's knock he use to bide
Impatiently, and pray for letters.

And ah! he was in love so much,
He kissed the envelopes she sent,
Her lips he thought the gum would
touch,

And moisten ere the letters went.

These envelopes he used to smother
With ardent kisses, until she
Became aware, and wrote, "My mother
Insists on fastening them for me."

THE passenger steamer *Seamew*, built by Messrs. Palmer and Co., at Jarrow, to the order of the General Steam Navigation Company, London, has been taken on her trial trip. The engines, also supplied by the Palmer's Company, are of the triple-expansion type, having cylinders 33, 50, 76, and 45 stroke, and will steam 16 knots an hour. Indicated horsepower 3,500.

At the Liverpool County-court on Tuesday, James Baines, shipowner, originator of the celebrated Black Ball Line of Australian clip-pers, and formerly in prosperous circumstances and an owner of racehorses, appeared to answer a judgment summons for £6, owing to a local firm of shipbrokers. The debtor protested inability to pay, and a committal order was asked for. The case was adjourned.

PASSED EXAMINATIONS.

Return of Masters, Mates, and Engineers reported to have passed examinations under the provisions of the Merchant Shipping Acts of 1854 and 1862, and to whom Certificates have been issued during the week ending July 21st, 1888.

NOTE.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Oakman, A. T.	2 M	London
Thompson, S. G. O.	1 M	London
Searth, W.	1 M	London
Beaufoy, W. S.	2 M	London
Hammant, A. E.	2 M	London
Musselwhite, A. T.	2 M	London
Coldwell, G. J.	2 M	London
Oppler, L. E.	2 M	London
Holton, H. N.	2 M	London
Fitz Clarence, W. H.	2 M	London
White, R. A.	2 M	London
Bamford, J. H.	2 M	London
Davies, D.	2 M	London
Sylvester, E. A.	O C	London
McMillen, W.	1 M	London
Clarke, M. H.	O C	London
Ferrell, C. H.	1 M	London
Thanisch, H.	1 M	London
Anderson, A.	1 M	London
Hunt, F.	2 M ss	Bristol
Rushton, G. D.	2 M	Bristol
Davies, J. D.	2 M	Bristol
Morris, J.	O C	Bristol
Elliot, G. A.	2 M	Plymouth
Evans, T.	Ex C	Plymouth
Maddicott, T.	1 M	Plymouth
Ward, C. T.	1 M	Plymouth
Tierney, S.	1 M	Plymouth
Davey, S.	O C	Plymouth
Rogers, A. W.	1 M	Plymouth
Jordan, W. E.	1 M	Plymouth
Jenkins, D.	1 M	Plymouth
Sye, W. J.	2 M	Dublin
Rowlands, J.	O C	Dublin
Davies, R.	O C	Dublin
Tyner, A.	1 M	Dublin
Powell, T.	O C	Liverpool
Davies, J. E.	O C	Liverpool
Jones, J. M.	O C	Liverpool
Davis, J.	O C	Liverpool
Pritchard, R. J.	1 M	Liverpool
Davies, J. A.	1 M	Liverpool
Shaw, W.	2 M	Liverpool
Row, G. B.	2 M	Liverpool
Orton, J. H.	2 M	Liverpool
Jefferson, H.	2 M	Liverpool
Irvin, D. S.	2 M	Liverpool
Roberts, W. H.	2 M	Liverpool
Hignett, A. W.	1 M	Liverpool
Coleman, E. L. St. J.	1 M	Liverpool
Last, J.	M. f. & a.	Cork
Jeffers, J.	O C	Cork
Iliff, C. R.	1 M	Liverpool
Hughes, A. L.	1 M	Liverpool
Ridge, E. H.	1 M	Dublin

HOME TRADE.

Harrison, J.	M	London
Finch, T. C.	2 M	Newport
Crome, H.	2 M	S. Shields
Sinclair, R.	O C	S. Shields
Roberts, W.	1 M	S. Shields

WEEK ENDING JULY 28TH, 1888.

FOREIGN TRADE.

Murray, J. D.	2 M	Glasgow
Murdoch, R. G.	2 M	Glasgow
Kerr, T.	O C	Glasgow
Charles, C. K.	O C	Glasgow
Thow, J. M.	Ex C	Dundee
McIntosh, C. K.	Ex C	Dundee
Cotter, L.	O C	Liverpool
Adams, G. A.	1 M	Liverpool
Lawton, D.	2 M	Liverpool
Stevenson, G.	1 M	Liverpool
McCarthy, T.	O M	Cork
Gordon, J.	Ex C	Belfast
Matsell, W.	O C	Sthamptn.
Fenwick, P.	2 M	Greenock
Miller, A. H.	2 M	Greenock
Coles, G. C.	2 M	Greenock
Willcocks, W. H.	1 M	Plymouth
Crook, T. W.	2 M	London
Watson, D. J.	2 M	London
Bean, E. J.	2 M	London

Oldfield, R. F. A.	2 M	London
Bussey, A. E.	2 M	London
Johnson, H. W.	2 M	London
Hildyard, W.	2 M	London
Smith, G. N.	2 M	London
Llewelin, E. A.	2 M	London
Mathias, M.	O C	London
McPhail, A. D.	1 M	London
Holman, H. W. L.	1 M ss	London
Kiddle, H. C.	1 M	London
Bright, F.	1 M	Swansea
Raeburn, K.	2 M	Leith
Taylor, G. B.	1 M	Leith
Airth, T.	1 M	Leith
Wilson, W.	2 M	Sunderland
Hoben, P.	2 M	Sunderland
Marshall, C. W.	2 M	Sunderland
Strickland, W. H.	O C	Sunderland
Boys, W.	O C	Sunderland

ENGINEERS.

WEEK ENDING JULY 21ST, 1888.

NOTE.—Ex. 1 C., denotes Extra First Class; 1 C., First Class; 2 C., Second Class.

Name.	Class.	Port of Examination.
McMeekin, J.	2	Glasgow
Weir, W. J.	2	Glasgow
McKissock, G.	2	Glasgow
McBain, A. J.	2	Glasgow
Miller, A.	2	Glasgow
Jones, A.	2	Glasgow
Goudie, R.	2	Glasgow
Macfarlane, J. L.	2	Glasgow
McColl, J.	2	Glasgow
Maclean, A.	1	Glasgow
Martin, J.	1	Glasgow
Kay, P.	1	Glasgow
Sinclair, J.	1	Glasgow
Goodwillie, J.	1	Glasgow
Cameron, J.	1	Glasgow
Taylor, J.	1	Glasgow
Campbell, J.	1	Glasgow
Morgan, J.	2	Cardiff
Irwin, J.	2	Cardiff
Strubing, C. M.	2	Cardiff
Ward, H. H.	2	Cardiff
Evans, J.	1	Cardiff
Johnstone, H. J.	1	Cardiff
Jago, W. R.	1	Cardiff
Wilkes, H. V.	1	Cardiff
Rogers, G. A.	1	Cardiff
Tinmouth, G.	2	N. Shields
Westington, J.	2	N. Shields
Levet, G. K.	2	N. Shields
Talbott, H. B.	2	N. Shields
Barnes, T.	2	Liverpool
Mace, J. C.	1	Liverpool
Gibson, J. B.	1	Liverpool
Wimshurst, H. J.	1	Liverpool
White, J.	2	London
Mills, H. H.	1	London
Bradney, W.	1	London
Moncur, D.	1	Aberdeen
Lees, S. J.	1	Aberdeen
Mathison, C.	1	Aberdeen

WEEK ENDING JULY 28TH, 1888.

Wardle, W. J.	2	Sndrland.
Wilson, H. B.	2	Sndrland.
Shaw, J.	1	Sndrland.
Shimmins, P.	2	N. Shields
Harding, B. J.	2	N. Shields
Kirby, J. S.	2	N. Shields
Keldie, W.	2	N. Shields
Sims, R.	2	N. Shields
Borries, C.	1	N. Shields
Cresswell, W.	1	N. Shields
Halliday, J.	1	N. Shields
Nichol, R.	1	N. Shields
Holman, H. W.	2	London
Firth, J. W.	2	London
Dowd, T.	2	London
McCaig, R.	1	London
Forbes, J. H.	1	London
Ellis, J. A.	2	Liverpool
Pascoe, A. J.	2	Liverpool
Ellis, J. S.	1	Liverpool
Mudie, C.	1	Liverpool

THE lifeboat *English Mechanic*, recently stationed at Broughty Ferry, has just been sold to the *Mars* training ship, stationed in the Tay. The purchase price was a mere nominal sum. The boat has been replaced by a new one, presented by the Ancient Order of Foresters, and which was launched a few weeks ago with great eclat.

RICHARD SIMER was engaged on board the American barque *Sagamore* for the voyage to Puget Sound and back at the rate of 40dol. per month. On arriving at the Sound, the master of the ship discharged him, and he had to pay his way back to San Francisco. Simer brought an action for 134dol. for breach of contract.

WHEN TO POST "SEAFARING."

Readers desirous of sending SEAFARING to friends abroad will find the following information useful, especially if those friends of Seafarers who reside in London post the paper 12 hours before the time advertised for the despatch of the mails. Those who live in the country should post it in time to reach London 12 hours before the times mentioned in the following tables :—

DATES OF DESPATCH OF FOREIGN AND COLONIAL MAILS NOT MADE UP DAILY.

Days of the Week.	Mails despatched from London.	Days of the Month	Mails despatched from London.
SUNDAY.....	(Evening) to <i>Continent of Europe only</i> (except Portugal).	+ 2nd.	(Morning) to Madeira via Lisbon.
MONDAY	(Morning) to Malta via Italy, <i>weekly</i> ; (Evening) to Mauritius and New Caledonia by French Packet, <i>monthly</i> (from July 23rd); to Australia, if specially addressed by French Packet, <i>monthly</i> (from July 23rd).	+ 3rd.	(Evening) to Lisbon, Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet.
TUESDAY ...	(Morning) to Egypt by Italian Packet, <i>weekly</i> ; to Ceylon, Straits Settlements, China by German Packet, <i>monthly</i> (from July 10th); to Ceylon and Australia by German Packet, <i>monthly</i> (from July 24th); <i>Supplementary mail</i> to Mauritius and New Caledonia by French Packet, <i>monthly</i> (from July 24th); <i>Supplementary mail</i> to Australia (if specially addressed) by French Packet, <i>monthly</i> (from July 24th); (Evening) to Newfoundland, <i>fortnightly</i> (from July 10th); to Lisbon, Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Liverpool, <i>fortnightly</i> (from July 10th); to Pernambuco and Bahia, <i>monthly</i> (from July 10th); to Falkland Islands, <i>irregularly</i> .	+ 5th.	(Morning) <i>supplementary mails</i> to Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
WEDNESDAY..	(Evening) to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Bahamas via New York, <i>weekly</i> ; to Mexico via Liverpool, <i>monthly</i> (from July 4th); to Hayti via Liverpool, <i>monthly</i> (from July 18th); to Japan and China via United States, <i>irreg.</i> ; to Japan and China via Montreal, <i>irreg.</i> ; (Morning) to Malta via Italy, <i>weekly</i> ; to West Indies and Pacific via Southampton, <i>fortnightly</i> (from July 12th); to Lisbon, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres, via Southampton, <i>fortnightly</i> (from July 5th); to Cape Verde Islands via Southampton, <i>monthly</i> (from July 19th); to Egypt by Austrian Packet, <i>weekly</i> ; (Evening) to Cape Colony and Natal, <i>weekly</i> ; via Dartmouth and Plymouth alternately; to Canada by Canadian Packet, <i>weekly</i> ; to Madeira, <i>weekly</i> (omitting every fourth week) (from July 5th); to Lisbon and East Coast of Africa via Dartmouth, <i>monthly</i> (from July 5th); to Japan and China via Montreal, <i>irreg.</i> ; (Morning) <i>supplementary mails</i> to Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres via Lisbon, <i>fortnightly</i> (from July 6th); <i>Supplementary mails</i> to Cape Verde Islands via Lisbon, <i>monthly</i> (from July 19th); (Evening) to Cyprus, Egypt, India, and Zanzibar via Brindisi, <i>weekly</i> ; to Ceylon, Straits Settlements, China and Japan, <i>weekly</i> , by British Packet via Brindisi and French Packet via Marseilles alternately; to Victoria, New South Wales, South and Western Australia, Queensland, and Tasmania, <i>weekly</i> , via Brindisi and Naples alternately; to West Coast of Africa via Liverpool, <i>weekly</i> ; to Canary Islands and New Zealand via Plymouth, <i>monthly</i> (from July 27th); to Madeira and Gambia via Liverpool, <i>irreg.</i> ; to Venezuela and States of Colombia via Liverpool, <i>weekly</i> , omitting every third week (from July 13th).	+ 8th.	(Evening) to Lisbon, Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
THURSDAY..	(Evening) to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Bahamas via New York, <i>weekly</i> ; to Mexico via Liverpool, <i>monthly</i> (from July 4th); to Hayti via Liverpool, <i>monthly</i> (from July 18th); to Japan and China via United States, <i>irreg.</i> ; to Japan and China via Montreal, <i>irreg.</i> ; (Morning) to Malta via Italy, <i>weekly</i> ; to West Indies and Pacific via Southampton, <i>fortnightly</i> (from July 12th); to Lisbon, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres, via Southampton, <i>fortnightly</i> (from July 5th); to Cape Verde Islands via Southampton, <i>monthly</i> (from July 19th); to Egypt by Austrian Packet, <i>weekly</i> ; (Evening) to Cape Colony and Natal, <i>weekly</i> ; via Dartmouth and Plymouth alternately; to Canada by Canadian Packet, <i>weekly</i> ; to Madeira, <i>weekly</i> (omitting every fourth week) (from July 5th); to Lisbon and East Coast of Africa via Dartmouth, <i>monthly</i> (from July 5th); to Japan and China via Montreal, <i>irreg.</i> ; (Morning) <i>supplementary mails</i> to Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres via Lisbon, <i>fortnightly</i> (from July 6th); <i>Supplementary mails</i> to Cape Verde Islands via Lisbon, <i>monthly</i> (from July 19th); (Evening) to Cyprus, Egypt, India, and Zanzibar via Brindisi, <i>weekly</i> ; to Ceylon, Straits Settlements, China and Japan, <i>weekly</i> , by British Packet via Brindisi and French Packet via Marseilles alternately; to Victoria, New South Wales, South and Western Australia, Queensland, and Tasmania, <i>weekly</i> , via Brindisi and Naples alternately; to West Coast of Africa via Liverpool, <i>weekly</i> ; to Canary Islands and New Zealand via Plymouth, <i>monthly</i> (from July 27th); to Madeira and Gambia via Liverpool, <i>irreg.</i> ; to Venezuela and States of Colombia via Liverpool, <i>weekly</i> , omitting every third week (from July 13th).	+ 9th.	(Morning) <i>supplementary mails</i> to Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
FRIDAY	(Morning) to Malta via Italy, <i>weekly</i> ; <i>Supplementary mails</i> to Ceylon, Straits Settlements, China, and Japan by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); to Egypt by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); (Evening) to Malta via Italy, <i>weekly</i> ; to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Turks Islands via New York, <i>weekly</i> ; <i>Supplementary mails</i> to Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Lisbon, <i>fortnightly</i> (from July 14th); to Pernambuco and Bahia, <i>monthly</i> (from July 14th); to New Zealand and Fiji via San Francisco, <i>monthly</i> (from July 14th); to Falkland Islands, <i>irregularly</i> ; to Belize via New York, <i>irregularly</i> .	+ 9th.	(Morning) <i>supplementary mails</i> to St. Thomas, Porto Rico, St. Domingo, and Hayti by French Packet.
SATURDAY ...	(Morning) to Malta via Italy, <i>weekly</i> ; <i>Supplementary mails</i> to Ceylon, Straits Settlements, China, and Japan by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); to Egypt by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); (Evening) to Malta via Italy, <i>weekly</i> ; to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Turks Islands via New York, <i>weekly</i> ; <i>Supplementary mails</i> to Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Lisbon, <i>fortnightly</i> (from July 14th); to Pernambuco and Bahia, <i>monthly</i> (from July 14th); to New Zealand and Fiji via San Francisco, <i>monthly</i> (from July 14th); to Falkland Islands, <i>irregularly</i> ; to Belize via New York, <i>irregularly</i> .	+ 16th.	(Morning) to Madeira via Lisbon.
		+ 18th.	(Evening) to Lisbon, Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet.
		+ 19th.	(Evening) to Cuba and Mexico by French Packet.
		+ 20th.	(Morning) <i>supplementary mails</i> to Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
		+ 20th.	(Morning) <i>supplementary mails</i> to Cuba and Mexico by French Packet.
		* 24th.	(Evening) to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
		+ 25th.	(Morning) <i>supplementary mails</i> to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.

N.B.—When the mails are despatched irregularly, the dates can be ascertained from the special notices issued, or on application at any Head Post Office.

* Following morning.
† Previous evening.
‡ Not despatched.

HOTEL DIRECTORY.

- A**BERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.
- B**ATH.—YORK HOUSE FAMILY HOTEL. Established 1763. First-class Establishment, with numerous suites of elegant Apartments for Families and Gentlemen. Tariff revised and moderate.
- E. ASHCROFT, Proprietress.
- And at St. Vincent's Rocks Hotel, Clifton.
- B**ATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.
- B**IRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.
- T. J. CHAPMAN, Manager.
- B**IRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.
- JOHN NUTT, Proprietor
- (late North Western Hotel, Stafford).
- B**RIGHTON.—HAXELL'S MARINE HOTEL. By a cash system originated here, Visitors can estimate their expenses to a shilling per diem. Visitors en pension 10s. 6d. daily; no extras whatever; most liberal board and charming rooms. To Visitors, not en pension, Apartments, 2s. 6d. Drawing Room and Bedroom, en suite, 8s. 6d., 10s. 6d., 12s. 6d. per day; breakfast, 1s. 6d.; luncheons, 1s. 6d.; dinner from 2s. 6d.; service, 1s. 6d. The Hotel is conducted with the same liberality and attention to detail that has rendered his London Establishment so popular.
- E. NELSON HAXELL, Proprietor.
- B**RISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mails.
- F. BAILEY, Manager.
- B**RISTOL.—GRAND HOTEL, Broad-street, Bristol. Centrally situated. Spacious Coffee, Commercial, Billiard, and Stock Rooms. First-class cuisine and every home comfort. Omnibus meets trains. Charges strictly moderate.
- T. WESTWORTH, Manager.
- B**RISTOL.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge, Clifton. For Families and Gentlemen.
- HARRY F. BARTON, Manager.
- C**ARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff.
- GEORGE W. CLARE, Manager.
- D**IEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.
- G. DUCONDERT, Proprietor.
- D**OVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or write.
- H**ASTINGS.—QUEEN'S HOTEL. Delightfully situated on Carlisle Parade. South aspect, facing the Sea. Redecorated. Contains elegant suites of Apartments and single Rooms. The largest and most handsomely furnished Public Rooms in Hastings and St. Leonards. Hydraulic Passenger Lift. Electric Light. Table d'Hôte at Seven. Separate tables. Tariff on application to WILLIAM GLADE, Manager.
- I**SLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.
- L**IVERPOOL.—SHAFESBURY TEMPERANCE HOTEL, Mount Pleasant. Three minutes' walk from stations. Containing over 100 rooms. Excellent accommodation for Families and Commercial Men. Charges moderate. Night Porter. Bed and attendance from 2s. 6d.
- L**IVERPOOL.—CREWE'S HOTEL, 88 and 90, Duke-street. Established 1840. Single Bedroom, 2s. Meat Breakfast, 1s. 6d. Table d'Hôte daily; three courses. Plain Tea and Toast, 1s. No attendance charges. Smoke Rooms, Bass's Beer, &c.

IN THE DOG WATCH.

BY ALL HANDS.

SEAFARING is now fairly under weigh and is beginning to get clear of the land. Things are becoming more ship-shape on board the craft, and we are piling on canvas. We have had to beat down Channel, but we are not far from deep water now. In other words, some new features have been added to this paper. We give the list of homeward as well as outward bound ships, together with the lists of the officers who have passed the Board of Trade examinations at the various ports. These new features tend to render SEAFARING less lively than all hands like, but they make it more useful. From the columns of SEAFARING seamen may learn what ships are loading at the principal ports, and what the wages are, while the friends of the seaman can learn when their dear one's ship sailed for home, and once they know that they can tell when to expect him.

Mr. Rider Haggard, the novelist, has had a novel experience. He was one of the passengers in the *Copeland*, which went ashore the other day on the Island of Stroma. That he will "make copy" out of the adventure may be expected. If a few more of our authors saw something of shipwrecks their novels would be none the worse

A new contrivance for saving life at sea is deservedly attracting much attention. It is a sort of quilted jacket, the quilting of which is stuffed with powdered cork, prepared in special mills and slightly calcined in order that it may swell and that its specific gravity may be diminished. We have not seen the invention, but it is described as light and convenient, and capable of keeping its wearer afloat "any length of time," the inventor being a Dutchman rejoicing in the name of Masse. Any relation to Gerald Massey, the poet and lecturer?

Mr. Robert Gray, master of the Court of the Thames Watermen and Lightermen's Company, has informed the deputation of watermen who waited upon him the other day that the court will give its favourable consideration to the proposition of the watermen. The watermen's proposal is to form a defence force consisting of the commonalty of their company, subject to the same regulations as the Royal Naval Reserve. Very creditable that proposal is to their patriotism, and we hope to see it carried out.

At Newcastle-on-Tyne, we are glad to notice, things seem to be looking up. Here, at least, is what the *Newcastle Chronicle* has to say on the subject:—

"Improvement in shipping has cleared the local rivers almost entirely of laid-up ships, and it has reduced considerably the number of seamen seeking for employment at the seaports. The shipping offices on the Tyne are very busy just now, and wages consequently keep steady. The monthly wages on board steamers for able seamen average about £3 10s., and for firemen £3 15s., but in a few exceptional cases £3 15s. is paid to seamen and £4 to firemen, and altogether the outlook for both these classes is satisfactory. Wages of engineers vary according to the size of the boats, but the average is from £13 to £16 per month, second engineers being paid in proportion.

Mates receive about £8 per month on board average-sized ships visiting the Tyne, and other officers are paid according to their position. So far as can be seen, there is little likelihood of steady seafaring men lacking employment for some time to come."

This is good news, after the long spell of hard times; and equally welcome is the intelligence that at other North-eastern ports the shipbuilding trade is brisk.

All true Britons, whether of the seafaring class or not, are proud of Nelson's famous flagship, the *Victory*, and love that venerable craft, a model of which is, by-the-way, to be seen in the museum of the United Service Institution, Whitehall-yard, London. The *Victory* herself is being repaired in Portsmouth Dockyard. The repairs have, we learn from the *Journal of Commerce*, now so far advanced that the masts will be stepped next week and the standing rigging set up. All the worn parts of the hull, at and above the water line, have been replaced by sound teak planks six inches thick, and the oaken bottom timbers have been replaced and recoppered. By the end of August the grand old ship will be once more at her moorings in the tideway, off Portsmouth Harbour, sound and watertight for another 50 years.

That she may last as long as the Viking ship, 1,000 years old, which was dug up a few years ago in Denmark or Norway, is the wish of all hands.

That the old ships do occasionally attain a very ripe old age indeed we are reminded by the removal from the English register of the schooner *Lively*, a modern craft of 49 tons, which was built at Whitby 102 years ago—that is 19 years before the battle of Trafalgar—and has just been wrecked.

It is notorious that there are so-called volunteer fire brigades, whose members nobly devote their energies to the collection of subscriptions, and heroically abstain from doing the work of firemen. The sooner such vermin are exterminated the better. It is, therefore, pleasing to note that a National Fire Brigades Union was on Wednesday last inaugurated at the headquarters of the Metropolitan Fire Brigade, that 1,000 brigades mean to join, and that one of the chief objects of the union is to stamp out sham firemen. The real firemen—the brave fellows who are constantly saving life and property with such admirable courage—have all been seamen. The public owes them a deep and double debt of gratitude. This debt the public would help to pay by supporting the Union and steeling its heart against the impostors.

That imprisonment does not cure drunkards of their drunkenness is a fact. Imprisonment only prevents them from getting liquor for a time. When the drunkard emerges from prison he is still the victim of his old craving, and proceeds to get drunk again. Instead of taking care to cure him the law only takes care to punish him. The law is therefore wrong. Time was, and not so long ago, since lunatics were punished for their mental defects. Nowadays the old fashion

of kicking and cuffing the lunatic is out of date. The law seeks to cure, not to punish him. Why should it not do so in the case of the drunkard? Simply because drunkenness is wrongly regarded, not as a disease but as mere vice, while the truth is that, as a rule, confirmed drunkenness is a disease.

That drunkenness is a disease to be cured by doctors instead of dungeons, is now believed by many medical men, thanks to the writings and teachings of Dr. Norman Kerr. That Parliament and the public are beginning to take this view also is evident from the fact that the Habitual Drunkards' Act of 1879, which was passed as a temporary measure, has now been made a permanent Act. There are no teetotallers in the crew of SEAFARING. None of us wish to attack the publicans, who are, as a rule, jolly good fellows. But the view of all hands in this craft is that the Habitual Drunkards' Act does not go far enough. It only provides for the treatment of habitual drunkards in homes, always provided that the habitual drunkards are willing to go to such homes. Moreover, only such drunkards as can afford to pay are eligible for admission to these establishments. But the drunkard's consent is not required before committing him to prison. That it should be required before committing him to a home is absurd. There ought to be homes for poor as well as rich drunkards, and it would pay the country in the end to provide them.

JACK ASHORE.

TO A THIRSTY FRIEND.

"Drink to me only with thine eyes,
Once sang a bard divine,
Who thought, perchance, my drouthy friend,
Of quenchless thirst like thine.
The craving that thy soul consumes
For grog, and beer, and wine,
E'en Rothschild's purse could hardly slake,
And soon would empty mine.
Without much hope of thy reform
I lent a tract to thee—
I ne'er expect that things I lend
Will be returned to me—
The tract came back, but since that day
'Tis fertilised, I see,
With stains of divers liquors, and
It reeks of rum and thee!

ON August 7th the Sulgrave estate, in Northamptonshire, is to be put up for sale. This estate, writes Mr. Douthwaite, from Gray's Inn Library, is intimately connected with the name of a family one member of which, at least, has left his imperishable mark in the history of the world. Sulgrave Manor was, at one time, the home of the Washingtons, and both on the porch of the Manor House and in the adjoining parish church of St James's are still to be seen the mullets and bars of the Washington coat of arms, from which are derived the stars and stripes of the American banner. At one time the Washington family had their residence in London. That residence was Gray's Inn. Lawrence Washington (1500-1584) resided at Gray's Inn for the greater part of his life. Lawrence Washington, of Sulgrave and Gray's Inn, had a son Lawrence, who was knighted and became Chief Registrar of Chancery, and was succeeded in that office by his own son Lawrence in 1626. The elder Lawrence Washington was the great-grandfather of John and Lawrence, who emigrated to America about the year 1637, and John was the great-grandfather of George Washington, Commander-in-Chief and first President of the United States of America.

SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LONDON.—The rates here are :—

MEDITERRANEAN AND CONTINENT :—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s.	"
A.B. ...	£1 5s. to £1 8s.	per week.
Firemen ...	£1 5s. to £1 8s.	"

NEW YORK :—

A.B. ...	£3 0s.	per month.
Firemen ...	£3 15s.	"
Trimmmers ...	£3 5s.	"

CAPE OF GOOD HOPE and NATAL :—

A.B. ...	£3 10s.	per month.
Firemen ...	£4 0s.	"

AUSTRALIA :—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s.	"

CHINA and INDIA :—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s. and £4	"

SAILING SHIPS (to all parts of the World).

A.B. ...	£2 10s.	per month.
O.S. ...	£1 10s. to £2	"

LIVERPOOL :—The following are the rates ruling here for the places named :—

	Steamers.	Sailing Ships.
Calcutta, East	3 0 0 Sailors	} 2 10 0
Indies	3 10 0 Firemen	
Australia, South	3 10 0 Firemen	
Africa	2 15 0 Seamen	
China, Brazil	3 10 0 Firemen	
West Indies	3 10 0 Firemen	
United States and	3 10 0 Seamen	For Cargo Boats
Canada	4 0 0 Firemen	
"	4 0 0 Seamen	
"	4 10 0 Firemen	Mail Boats
Mediterranean	3 0 0 Seamen	
"	3 10 0 Firemen	
Baltic	3 5 0 Seamen	
"	3 15 0 Firemen	
San Francisco,		
Valparaíso, S.		
America, Oregon		2 10 0
St. John, N.B.		2 10 0
West Africa	2 10 0 Seamen	
"	3 0 0 Trimmers	
"	3 10 0 Firemen	
Galveston	3 5 0 Seamen	
"	3 15 0 Firemen	
Valparaíso	3 0 0 Seamen	Pacific Co.'s
"	4 0 0 Firemen	Mail Steamers.
Cape de Verdes	3 0 0 Seamen	
"	3 15 0 Firemen	

LEITH :—The wages here are :—

Steamers, home and foreign, Seamen £3 10s., Firemen £3 15s.—Sailing ships, Seamen £2 10s. to £2 15s. for southward.

BELFAST :—The wages here are :—

Sailing ships to Quebec, £3 and £2 15s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. Steam, seamen £3; steam, firemen, £3 10s.; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen £1 8s. to £1 12s.

PLYMOUTH :—The wages of seamen here are :—

To Quebec, £3 per month. On the coast £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

SUNDERLAND :—The rates here are :—

Steamers, £3 15s. Od. Seamen. Steamers, £4 Firemen.

S. SHIELDS :—Wages here :—

Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

NEWCASTLE-ON-TYNE :—Wages :—

Steamers, £3 10s. Od. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

HULL :—Wages here :—

Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN :—The rate of wages in this port is as follows :—

Deep sea voyages, £2 10s. per month, with usual allotment.

Channel steamers from 25s. to 27s. per week.

Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.

Liverpool, 25s., either towing or sailing.

London, £5 sailing, £4 towing.

BRISTOL.—The rates here are :—

	Per Month	£ s. d.
Sailing ships for Able Seamen ...	2 15 0	
Sailing ships for Ordinary Seamen ...	2 0 0	
Steam ships for Able Seamen ...	3 10 0	
Steam ships for Firemen ...	4 0 0	

PRIZES TO NAUTICAL CADETS.

A numerous company from London went on board the *Worcester*, which is moored in the Thames off Greenwich, to be present at the recent annual distribution of prizes to the cadets.—Sir G. H. Chambers, the chairman of the committee, who presided said he was informed that the conduct of the cadets through the whole term had been admirable. They had been very fortunate in the matter of presents. They were indebted to her Majesty for the gold medal she gave them annually, and two naval cadetships had fallen this year to the *Worcester*. It appeared that on board the *Conway* there was no candidate for the naval cadetship, and the Admiralty kindly decided that both the naval cadetships should be given to the *Worcester*. The Trinity House Corporation, the Peninsular and Oriental, the Royal Mail, and other shipping companies had also given them presents, and on this occasion they were favoured by another prize of £10, given by Lady Florence Dixie, who had a son on board.—Mr. Back, the Headmaster, then read the reports of the Examiners, and also the report of Captain Smith, R.N.R., commander of the *Worcester*, and his own report—all of which, though pointing out some defects, were on the whole of a favourable character. Captain J. Sydney Webb, Deputy-Master of the Trinity House, then distributed the prizes. The gold medal given by the Queen to the boy likely to make the finest sailor was awarded to Stanley Conrad Aldey. The two naval cadetships went—the one to Christopher Powell Metcalfe, who also got £35, given by the Queen, and a binocular glass; and the other to Percival Jones.—After the distribution Captain J. S. Webb gave a short address to the students.

Addresses were also delivered by Mr. D. W. Parker, captain of the telegraph steamship the *International*, an "old boy," and by the Rev. A. W. Wardroper, also an "old boy," after which the cadets who were leaving the ship were, according to custom, each presented with a Bible.—On the previous day, on board the *Conway*, the training ship for gentlemen's sons, which lies in the Mersey, the Mayor of Liverpool distributed the prizes, and to the winner of her Majesty's gold medal, Albert Smith, whose appearance on the platform was the occasion of general enthusiasm, not only by the cadets, but also by the visitors, his worship spoke some words of encouragement. Among the visitors was Mr. Thomas Gray, C.B., Marine Department, Board of Trade, whom, Mr. Graves, chairman of the *Conway* committee, described as an able, zealous, and hardworking official. Mr. Gray said that it gave thoughtful statesmen food for the gravest reflection as to the question of the manning of British vessels. He described the British jack tar as a fine fellow, but there were some black sheep in the ranks. In rectifying this foreigners were called upon to take the place of our English sailors, those in demand most being Swedes. Those foreigners were displacing our sailors, he was sorry to say, to a great extent, and it was a matter of regret that the blame could only be attached to our sailors themselves. As he prefaced his remarks, this state of things afforded food for reflection. To the lads themselves he gave good wholesome advice to the effect that besides being obedient to their officers they should undergo a long experience in sailing vessels, and not to be too eager to enter into a steamer.

A FRENCH fishing smack was captured off Dungeness on Wednesday while fishing in British waters, and was taken to Folkestone, where the master was fined £10 for the offence.

—The captain of the Revenue cutter *Frances* stated that on Tuesday evening he discovered the Boulogne trawler *St. Pierre*, Captain Painsit, fishing within the limit. He chased him, and put three men aboard. At Captain Painsit's request, however, he allowed him to go, on the pretence of picking up his nets; but the *St. Pierre* escaped with his men. The *Frances* again gave chase, and fired no fewer than 15 shots; but ultimately lost sight of the vessel, the captain of which, he stated, was fined £5 last week for a similar offence.—Another French fishing smack, *No. 1,832*, of Boulogne, was seized off Sandgate last Wednesday evening by H.M. gunboat *Argus* for fishing in English waters. She was taken in tow towards Folkestone. This is the third capture of the kind within eight days.

SAILORS' HOMES

ARE ESTABLISHED AT

A MSTERDAM.
B BELFAST.
B BOMBAY.
B BOSTON.
B BRISTOL.
C CALCUTTA.
C CALLAO.
C CARDIFF.
C CORK.
D DEVONPORT.
D DOVER.
D DUBLIN.
D DUNDEE.
F FALMOUTH.
G GLASGOW.
G LOUCESTER.
G GRAVESEND.
G GREAT YARMOUTH.
G GREENOCK.
H ALIFAX, NOVA SCOTIA.
H HAMBURG.
H HAVRE.
H HOLYHEAD.
H HONG-KONG.
H HONOLULU.
H HULL.
L LEITH.
L LIVERPOOL.
L LONDON (Well-street and Dock-st
L LOWESTOFT.
L MADRAS.
M MARSEILLES.
M MELBOURNE.
M MILFORD.
N NEW YORK.
N NORTH SHIELDS.
P PLYMOUTH.
P PORTSMOUTH.
P QUEENSTOWN.
R RAMSGATE.
R ROTTERDAM.
S ST. JOHN'S, NEW BRUNSWICK.
S ST. JOHN'S, NEWFOUNDLAND.
S SAN FRANCISCO.
S SHANGHAI.
S SOUTHAMPTON.
S STORNOWAY.
S SUNDERLAND.
S SWANSEA.
S SYDNEY.
V VICTORIA, VANCOUVER'S I.

SOME SEAFARERS.

V.

SIR JOHN HAWKINS.

PROMINENT among the naval heroes of the Elizabethan age were the Hawkinses of Plymouth. We have already watched the "short, prim man, in the huge, yellow ruff," and the "burly, grizzled elder, in greasy, sea-stained garments," who lingered on Plymouth Hoe that day when Fleming's boat first sighted the approaching Armada. How bravely father and son fought in the great strife that followed is well-known, but, alack, it is not on gallantry against Spain that their reputation mainly rests. As long ago as 1540, or thereabouts, "old Master William Hawkins" had passed to his account, notable among his many enterprising fellows for the fact that he more than others had initiated the English slave-trade. Perhaps his son John, the subject of our article, had been with him on some of his later expeditions. At any rate, he was early convinced that "negroes were very good merchandise in Hispaniola, and that store of negroes might easily be had upon the coast of Guinea." It was in October, 1562, that he first left England in order to trade on his own account. With his three good ships he halted at Sierra Leone, and there "got into his possession, partly by the sword, and partly by other means, to the number of 300 negroes at the least." Sailing thence to Hispaniola he "had reasonable utterance of his negroes," getting in exchange a goodly number of pearls, besides hides, ginger, and sugar. And thus successfully he got home in 1563.

The year following he chartered the *Jesus*, of Lubeck, a large vessel, as things then went, of 700 tons burden, and with other craft, and 200 men, once more set out. Those old slavers were not conscientious ruffians. Indeed, they were under the impression that in substituting negro for Indian slavery they were instituting a reform. And so they went about their work in what to us seems a most disagreeably sanctimonious spirit. "Serve God daily" ran the last of the pithy rules Hawkins drew up for the use of his slave-driving fore-castle. "Love one another preserve your victuals; beware of fire; and seek good company." Along the African coast the pious old men-snatchers burnt, harried, and kidnapped, till with a bulging cargo they were able to sail for the West Indies. Becalmed for 18 days, Hawkins and his merry men feared the negroes would die off, "but the Almighty God, who never suffereth his elect to perish, sent us the ordinary breeze." The wind sent them into various West Indian ports, where there was no market for the slaves. But in Barbarata, Hawkins took strong measures—landed 100 men, "well armed with bows and arrows, harquebuses and pikes," and thus most expeditiously forced a sale. Reaching Rio de la Hacha on the coast of South America, our quaint old Pharisee found the townsmen unwilling to give him more than half the price he asked for his living merchandise. "Where-upon the captain, weighing their unconscionable request, wrote to them a letter, saying that they dealt too rigorously with him to go about to cut his throat in the price of his commodities, which were so reasonably rated . . . but, seeing they had sent him this to his supper he

would in the morning bring them as good a breakfast." That breakfast was all of arrows and cold steel, and had the desired effect of making the Spaniards most willing traders.

Having sold all his slaves and met with manifold adventures, Hawkins got back to Padotow in September, 1565. He and his crew were greeted with enthusiasm by Queen, court, and people. As for stout John, "by way of increase and augmentation of honour, a coat of arms and crest were settled upon him and his posterity," the crest being a bound and captive negro.

Slaving now became the fashion, but Hawkins was soon destined to leave off the profitable pursuit. His last voyage was wholly disastrous. Upwards of 500 negroes were kidnapped on the coast of Guinea, but Spanish treachery and bad weather destroyed four out of his six vessels; he was compelled to leave many men in Mexico, and, with only a few survivors, managed in 1568 to straggle home. "If all the miseries and troublesome affairs of this sorrowful voyage should be perfectly and thoroughly written," says Hawkins himself, "there should need a painful man with his pen, and as great a time as he had that wrote the lives and deaths of the martyrs."

One man, however, tasted blood during this expedition, and that was young Francis Drake. As Hawkins began to settle down into the life of a London merchant, owning in partnership with his brother, the shipbuilder, no less than 31 trading vessels, young Drake began to launch out on his great career.

At this distance of time it is difficult to judge fairly of the early slave-traders. We have abolished their commerce as hatefully immoral and cruel. We punish less civilised nations who still continue it. And yet we should bear in mind that to the Elizabethans slaving meant much more than it does now. It meant war with Spain, the great enemy of the truth; it meant geographical discovery and with that the opening up and almost magical enlargement of English commerce and English welfare. In view of these considerations such men as John Hawkins were makers, not marrers, of the great fabric of civilisation.

In 1572 Hawkins, the slaver, was so trusted and beloved that he was returned M.P. for his rising native town of Plymouth. In 1573 the Queen raised him to the responsible position of "treasurer and comptroller of the navy." As such he made more important improvements in the management of the Royal shipping than any of his predecessors. He, we are told, was the first to use chain-pumps and fighting-nettings for ships, and what is more important still, in 1588, in conjunction with his pupil and kinsman Drake he founded the "Chest at Chatham," which was the forerunner of Greenwich Hospital, where you may see it now.

During the struggle with "La Felicissima Armada" Hawkins behaved with great bravery, and to him the victory of the British was in no small part owing. The biggest ships on our side were built after his designs, and he was one of the four men whom Lord Howard chose as his advisers, and concerning whom he wrote, "the worlde dothe judge to be men of the greatest experience that the realme bath." Together with Sir Francis

Drake, Martin Frobisher, and Thomas Fenner he fought and advised during that memorable time, but to describe his actions on each successive day would be to go over their histories, as well as his own. Suffice it to say that for his doughty deeds as captain of the *Victory* he was knighted the same day as stout Martin Frobisher and valiant Sheffield Howard and Townsend.

In 1590 Elizabeth sent Sir John Hawkins and Sir Martin Frobisher to intercept Portuguese carracks on their return from India. Both commanders failed of their object, and the Queen fell into a rage. She had hoped to hear the clink of golden ducats, for her resources were at a low ebb, and lo, her trusty servants came back empty-handed. Sir John, who was a very polite man and a bit of an author, despite his rustic accent, immediately wrote to apologise. "Paul might plant, and Apollos might water; but it was God only who gave the increase." "God's death," cried Queen Bess; "this fool went out a soldier, and is come home a divine!"

It must have been a bitter disappointment to the buccaneer that he had failed against the men of the south. His whole life was one long warfare against the Spaniard, and when most men are thinking of the grave he was again busy with a vengeful expedition. He had reached the Psalmist's limit of three score years and ten when he and Drake sailed on a last voyage, in order, as some say, to rescue his son Richard from the Spaniards, into whose hands he had fallen off the coast of Quito. With sorrow be it said the two great-hearted sea-dogs forgot how serious was their quest, and quarrelled—quarrelled up and down till failure stared them in the face, and both brave hearts were broken. Drake, fretting over the *fiasco*, died in January, the veteran Hawkins at Puerto Rico in November. Would that it could have been said of them, "In their death they were not divided."

Sir John Hawkins, we read in Stow, was a wise, vigilant, and true-hearted man. And as such, he was a noble type of Armada sailor. Times change, and we change with them. Slavery and excessive national hatreds are happily things of the past, and yet there are some old Elizabethan virtues—kind care for the common sailor, urbane good humour, vigilant seamanship—which our more refined generation will never improve upon.

THE new Inman steamer *City of New York* sailed from Liverpool last Wednesday evening, on her first voyage to America.

FELIX SCOTT, a black man, and a champion light-weight boxer, was sentenced to 18 months' imprisonment with hard labour at Liverpool on Wednesday for biting off part of a constable's ear.

THE old Elizabethan newspaper with its full report of the discomfiture of the Spanish Armada was shown long ago to be a forgery; but the old *English Mercurie* takes a good deal of killing, and even frequent burial does not appear to have much impaired its fraudulent but robust constitution. Anyway, it lately furnished a provincial contemporary with an exciting column, headed, "Three Hundred Years Ago: The Story of the Invincible Armada. An Old-world Newspaper's Report." The manufacture of this elaborate imposture has been satisfactorily traced to the playful invention of the second Earl of Hardwicke; but it is still to be heard of now and then as "the first printed newspaper," for which "mankind are indebted to the wisdom of Elizabeth and the wisdom of Burghley." So no doubt it will continue to be; but no genuine newspaper of the 16th century is either extant or known to have ever existed.

TRADESMEN AND SEAMEN.

As we reprinted in SEAFARING of July 7th and July 21st the article referred to in the following letter to the Editor of the *Shipping Gazette* we reprint this letter as a matter of fairplay:—

"SIR,—Permit me to claim your kind indulgence by allowing me a space in your valuable paper in reference to an article appearing in your issue of Saturday, the 14th inst. It is stated in the article that 6,916 officers and seamen of all ratings were received into the Well-street Home, which I cannot deny, but how many left after they were paid to return to their old boarding-houses? You may ask why these seamen did not avail themselves of the benefit in doing so. The question is very simple, in consequence of the facility granted to the Sailors' Home runners, they being the only persons allowed in the docks to the vessels to solicit boarders. The seamen have no other alternative but to comply with them, and after being in the Home for a few hours they are disgusted with the treatment, of the repeated solicitations, in being molested by the assistants of the Home to purchase clothing from the so-called philanthropic institution. It is furthermore stated that 440 shipwrecked mariners were provided for by the Shipwrecked Mariners' Society. That valuable institution having been established for many years is in no way connected with the Sailors' Home, as represented in the article. Also mention is made that 962 men were received into the Gravesend branch. It does not state that these men have been transferred from the Well-street Home after Jack's money is expended in clothing, drink, jewellery, &c. In that so-called philanthropic institution the way these men are disposed of is as follows:—They are placed on board a steam launch to await all vessels that come down from London to Gravesend short-handed, no matter where bound for. The men required are placed on board with a bag of old rags for outfit, which they consider equivalent for their advance note. I am not surprised at the amount of £53,994 being received in the Savings' Bank in consequence of the seamen being prevailed upon to sign a document for their wages to be remitted from the shipping office at Tower Hill to the said Home to secure the payment of the debts incurred by the seamen who board in the Home. Such privilege is not granted to any respectable tradesman whom Jack may feel disposed to trade with. It further states that boarding masters cannot, single-handed, hope or be expected to achieve such philanthropic work. Now, I contend that the respectable boarding masters, in receiving destitute seamen, without the privilege of being allowed to seek employment for them, are equally as philanthropic as the Sailors' Home, inasmuch as they have to keep these destitute men until they can find employment for themselves, which appears a great hardship for the boarding masters, and a great injustice to the seamen. I cannot pass over the remark made that the Tradesmen's and Boarding Masters' is the correct title. I may be permitted to mention that since the registration of the Tradesmen's and Seamen's Protection Association, there are treble the number of seamen members in excess of tradesmen. Pray accept my apology for trespassing upon your valuable paper.

—Yours, &c., G. SEARLE, Secretary, Tradesmen's and Seamen's Protection Association, 14, Cannon-street-road, E., July 23rd, 1888."

To the foregoing letter the editor of the *Shipping Gazette* replies: "We really cannot state how many seamen left the Home after being conveyed there. Perhaps the Home officials will oblige, if the secretary of the T. and S.P.A. will write them. As to the contention, that the only persons allowed in the dock are the Well-street 'runners,' we had better refer our correspondent to an article of July 3rd, in which we reproduced the letter he himself received from the Board of Trade denying the charge *in toto*. We did not state that the Shipwrecked Mariners' Society was connected with the Home, although, as a matter of fact, the society's central offices are located within the building of the Home. With regard to the Gravesend branch, the last report states:—'During the past year 6,916 officers and seamen of all ratings have been received into the Well-street Home, and 962 into the Gravesend branch, a total of 7,878.' We, of course, inferred, therefore, that the 962 men were not simply transferred, as our correspondent endeavours to establish. Besides, surely sailors are not compelled, like cattle, to go on any ship, or to any port, unless it suits their convenience? The suggestion is absurd. Undoubtedly, the steam launch *Maud* acts most beneficially to both seamen and shipowners. A Board of Trade officer generally attends to witness that the seamen selected from that vessel are correctly signed on a ship's articles, thus securing situations for seamen and the prevention of detentions of ships in the river. Further, we consider it a most gratifying sign of the times that sailors can be prevailed upon to deposit sums of money in a savings' bank to the substantial tune of £53,994 during one year in one institution. Were it necessary, the officials of the Home could doubtless watch defaulting creditors as keenly as boarding masters, without adopting such security as hinted at by our correspondent. We are not aware whether boarding masters do, or do not,

receive with open arms all destitute sailors who apply to them. If they do, all honour to them. The former are surely not compelled by an Act of Parliament to play the part of the Good Samaritan? Besides, when Jack has secured a situation, his landlord, as a business man, no doubt takes every care that he is remunerated for his trusting hospitality. Lastly, we freely and fully apologise to the Tradesmen's and Seamen's Protection Association for misquoting their title, if our correspondent's statement can be relied on, that since the registration of the association, of which he is the secretary, 'there are treble the number of seamen members in excess of tradesmen.' We leave our readers, who fortunately understand the position of affairs, to judge whether the Sailors' Homes of England are deserving of the abuse and maledictions so plentifully heaped upon them in the letter previously alluded to. It is very extraordinary that at the indignation meeting, held under the auspices of the association, great disappointment was expressed by the promoters at the meagre attendance. If we remember rightly, the aforesaid meeting did not commence until some considerable time after the proceedings were announced to begin owing to this cause. It is equally extraordinary that this alleged brutal treatment of Jack does not stir the righteous indignation of the country at large, and cause the Sailors' Homes throughout our ports to totter to their very foundations."

DURING the week ended July 28th there was shipped at Sunderland a total of 81,957 tons of coal, exclusive of bunkers. Out of this quantity 37,956 tons were conveyed to foreign ports, and 14,001 tons to ports in the United Kingdom. In the previous week 73,484 tons were sent from the port, whilst in the corresponding period of last year 71,912 tons was the aggregate amount of coals shipped.

A "SELF-PROPELLING" floating steam fire-engine, constructed by Messrs. Shand, Mason, and Co., of London, for the port of Buenos Ayres, has just been shipped on board the *Asiatic Princess*, in the South-West India Dock, London. The vessel was tested by Captain Shaw, when its speed was found to be over 11 miles an hour. It is capable of delivering 1,450 gallons per minute, and the boiler of raising steam to full working pressure from cold water in about eight minutes.

SHIPBUILDING is now very brisk on the east coast, and more orders have recently been placed in the district. Amongst other orders are two booked in the last few days at West Hartlepool—one for a steamer of over 4,000 tons carrying capacity. North-east coast shipbuilding is getting brisker. New orders have been booked on the Tyne, the Wear, at Hartlepool, and the Tees, and the number of men employed is large and satisfactory. There is plenty of work in hand at most of the places to last the remainder of the present year, but beyond that time trade is uncertain, and in at least one large Tyne yard orders are running out.

DURING the past week there were reported as having arrived in the Clyde from foreign ports 27 vessels of 28,026 tons, against 27 vessels of 20,789 tons in the preceding week. To Glasgow there came 20 vessels of 22,265 tons, an increase of 5,401 tons; and to Greenock seven vessels of 5,761 tons, an increase of 1,833 tons. To the latter port there was imported 19,386 bags and 5,763 baskets sugar, as against 17,847 bags in the preceding week. The departures reported included 32 vessels of 31,077 tons, as compared with 28 vessels of 36,967 tons in the preceding week. From Glasgow there sailed 24 vessels of 24,417 tons, a decrease of 9,276 tons; and from Greenock eight vessels of 6,660 tons, an increase of four vessels of 4,286 tons.

THE amount of work turned out of the shipbuilding yards on the Clyde during the month of July shows the largest aggregate of tonnage for any corresponding month since July, 1883, the year in which the Clyde shipbuilders had the largest output on record. There were 22 vessels, having an aggregate of 25,650 tons, launched during the month, being 16,890 tons, or near three times the tonnage launched in July last year, and only 4,490 tons under that of July, 1883. For the seven months, however, the improvement does not show so well as on the month, the tonnage launched, 123,924 tons, being only 22,193 tons over that for the same period last year, and 92,206 tons under that for the seven months in 1883. As contrasted with the previous period of depression, this year is 20,424 tons better than the same period in 1879. Of the vessels launched, nine were steamers from 1,100 to 2,715 tons, and six were under 700 tons—in all 15 steamers of 18,900 and seven sailing vessels of 6,743 tons.

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THE PRESS ON "SEAFARING."

SEAFARING (150, Minories, E., 1d. weekly) weighed anchor on July 7th with a cargo that will be appreciated by all who go down to the sea in ships.—*Literary World*, July 20th, 1888.

On Saturday was issued the first number of SEAFARING, a penny weekly journal devoted to the interests of the seafaring class. The want of some independent medium for the expression of seafaring opinion has long been felt, and this want the new journal will, in all probability, adequately supply. The present number is full of such news as must render it welcome to nautical men, and is besides ably and smartly written.—*Morning Advertiser*, July 9th, 1888.

We have received and perused with much interest the first number of a new Saturday journal entitled SEAFARING. As its name implies, it is an organ devoted to the interests of that class which is the backbone of our commercial prosperity as a people, and, as far as can be judged from a first issue, the new venture promises to do good service for those in whose special behoof it is started. Unlike the majority of class-newspapers it is brightly and pleasantly written, and contains much that is sure to command the interested attention of the general reader. The muse of verse-writing is pretty extensively invoked in the number before us, the editorial programme is frankly put before the public, and several of the prose "yarns" are very readable. SEAFARING looks as if it meant business, and good business, too, in the long run.—*The Evening News*, July 9th, 1888.

SEAFARING is the title of a new organ of the seafaring class, which is to be published weekly by Mr. Victor G. Plarr, at 150, Minories, London. We do not know of any journal which occupies the ground—or sea—intended to be covered by this new periodical. It is racy of the ocean, and is intended more for the fore-castle than for the cabin, but yet there will be something for both, and something also for those who "follow the sea" only with their eyes—and hearts—from the land. The object of the publisher is to furnish "a fair and fearless organ in the Press" for the seafaring community. It will advocate the interests of seamen, but is in no way intended to set class against class, and it will be "as largely as possible written by hands which can wield a marlinspike as well as a pen." And where it does not instruct SEAFARING promises to amuse, for it means to be "a lively paper." The first number, we are told, has been rather hastily got up, but it is full of interesting matter, and has also plenty of jollity. Notable among the contents are some graceful verses, "The Message of the Sea," by Gordon Gun, formerly of Glasgow.—*Glasgow Herald*, July 12th, 1888.

Almost every trade nowadays has its trade organ, and some businesses are served by many papers. The latest addition to trade journalism is SEAFARING, a weekly penny paper, which had birth on

the 7th inst. The name indicates the aim. What sailors are interested in, and need to know, is culled from all quarters, and brought within the columns of the new journal as succinctly as possible. The state of the labour market, the wages at a large number of well known ports, an hotel directory, a list of leading Sailors' Homes throughout the world, and postal information, form features of the "dry useful information" class, and there is also a collection of good literary matter to interest and instruct the sailor ashore or afloat.—*The Star*, July 17th, 1888.

I received, the other day, a copy of a new little weekly, called SEAFARING, which is intended to appeal to all those "who go down to the sea in ships." This attractive publication is, I believe, the first English one of its kind, and it should become a necessity to the sailor, whether captain, ordinary seaman, or yachtsman. Much valuable information, otherwise unobtainable, is to be found in its pages, among which I notice tables of seamen's wages, lists of outward-bound vessels, sailors' homes, and the like. Some space is reserved for entertaining literature, and practical articles, written by seamen for seamen, are also included. There is a paper in America devoted to this class of readers, and I should think the seafarers of this infinitely greater maritime nation will welcome gladly so worthy an organ of their calling. I am told that already the paper is selling well, so I have pleasure in bidding it "God-speed" and a prosperous voyage, which, I may add, I hope will be also a long one.—*Gossip*, July 21st, 1888.

Of the making and issuing of periodicals there appears to be no end. It is not often, however, that they break fresh ground. I have just looked through the first number of a clever, instructive, and amusing little paper with the original title—which is something in these days of general usedupedness—"SEAFARING, the organ of the seafaring class," published weekly, price one penny, at 150, Minories, London, E. In his initial leader, the editor says:—"SEAFARING is intended to advocate the interests of the seafaring class of this great maritime Empire. SEAFARING is in no way intended to set class against class. Should the occasion arise we shall be found at least as ready as most of our journalistic brethren to suffer in defence of the right. But the cause of the seafarers is not to be advanced by attacks on shipowners and officers. Where shipowners and officers are manifestly in the wrong, we shall not hesitate to say so. But neither shall we hesitate to point out where the seamen are wrong. . . . This journal will be as largely as possible written by hands which can wield a marlinspike as well as a pen." Ye mariners of Milford, Fish-guard, Newport, and Cardigan, who live at home at ease, or tempt the dangers of the seas, "Awast there!" as Cap'en Cuttle would say, and out with the shot from your lockers to aid this trim little craft that has just been launched for the furtherance of your heroic calling.—*Haverfordwest and Milford Haven Telegraph*, July 18th, 1888.

NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

Twelve Months.....	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

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SEAFARING will be sent for a halfpenny per week more (or twopence) to Africa (West Coast Native Possessions), Antigua, Argentine Republic, Ascension, Australia (South and West Australia, New South Wales, New Zealand, Queensland, and Victoria), Bahamas, Barbadoes, Bermuda, Bolivia, Brazil, British Borneo, British Guiana, Cameroons, Chili, Colombia (Republic of), Congo, Costa Rica, Danish Colonies (*viz.*, Greenland, St. John, and St. Thomas), Dominica, Dominican Republic (San Domingo), Ecuador, Falkland Islands, French Colonies, Gaboon and Sette Cama, Gambia, German Colonies (*viz.*, New Guinea (part of), Samoa (Apia), Togo Territory, including Bageida, Little Popo, Porto Seguro, and Lome, and possessions on the S. W. Coast of Africa), Gold Coast, Grenada, Grenadines, Guatemala, Hawaiian Islands, Hayti, Honduras (Republic of), Jamaica, Lagos, Liberia, Mauritius and dependencies, Mexico, Montserrat, Netherland Colonies, Nevis, Nicaragua, Orange Free State, Paraguay, Patagonia, Peru, Portuguese Colonies, St. Kitts, St. Lucia, St. Vincent (West Indies), Salvador, Sierra Leone, Spanish Colonies, Tobago, Tortola, Transvaal (*vid* Natal), Trinidad, Turk's Islands, Uruguay, Venezuela.

To Ceylon, China, Hong Kong, India, Japan, Labuan, Persia (*vid* the Persian Gulf), Sarawak, Siam, Straits Settlements, and Transvaal (including Bechuanaland, *vid* the Cape), SEAFARING will be sent post free for twopence halfpenny per copy.

All subscriptions must be paid in advance.

All communications relating to contributions should be addressed to the Editor of SEAFARING, 150, Minories, London, E.

Rejected MSS. will not be returned unless accompanied by a stamped addressed envelope; but all contributions will receive the most careful attention.

Correspondence on all subjects of special interest to seafarers is invited.

Business communications should be addressed to V. G. PLARR, SEAFARING Office, 150, Minories, London, E., to whom all Cheques and Post Office Orders must be made payable.

Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, AUGUST 4th, 1888.

THE annual distribution of prizes on board the training ships *Worcester* and *Conway* furnished occasion for some interesting speeches. In the case of the former ship, the speech of Captain Sydney Webb, Deputy Master of the Trinity House, was especially remarkable for its excellent and practical advice to the youngsters. "He who would command must first of all learn to obey," was the advice given when he entered the army to the late Emperor Frederick of Germany by his uncle, the then King of Prussia, of whom it might be alleged, as of our own Charles II., that he "never said a foolish thing and never did a wise one." How well the late Emperor had learnt to obey before he commanded so well most people know. Captain Sydney Webb gave, in one part of his speech, advice similar to that just quoted. That his young audience will bear it in mind may be confidently expected, for discipline is one of the many valuable lessons which young sailors invariably learn. But whether they will take his advice as to the necessity of making themselves properly acquainted with signalling is another question. As a Liverpool contemporary said the other day: "The fact that ships passing each other at sea between sunset and sunrise, cannot impart warnings by night signals, is not flattering to the genius of mankind." When signalling itself is thus imperfect in the merchant service, an excuse will be made for ignorance of the subject, but Captain Webb was not, we presume, speaking of night signals. Because they are imperfect, that is no reason why a man should not master day signalling. At the distribution of prizes on board the *Conway*, Mr. Thomas Gray, of the Board of Trade, made a speech, in the course of which he remarked that "he was sorry to say that foreigners were displacing a great number of our sailors, and he regretted to say it was through the fault of the British sailor." This is not wholly correct. It is true that the British sailor often conducts himself in such a way that masters prefer meeker men, but it is also true that there are bad masters as well as men, and that bad masters make bad men. When all these truths are stated it is clear that Mr. Gray omitted to mention some of the most important of them, with the result that the impression conveyed by his remarks is quite fallacious. But we shall have a great deal more to say on this subject than we can at present.

"SURELY no British heart can hesitate to acknowledge that our brave and self-sacrificing seafaring population deserve some recognition of their gallant discharge of duty in the service of their country, and this recognition can hardly be better given than by providing a home for their children left fatherless when they fall in battle or perish in storm or shipwreck. When in peril the thought of their little ones at home must give an additional pang to their anxieties, and the committee have reason to know that some, in the hour of danger, have derived comfort from the knowledge that institutions exist within the walls of which their bereaved children may find shelter." So say the committee of the Sailors' Orphan Girls' School, in their report presented to the annual meeting of that excellent institution, which was held the other day in Hampstead, on which occasion the prizes were distributed by the wife of Mr. Brodie Hoare, M.P., who is a daughter of Sir Edward Parry, the great Arctic explorer, whom she justly termed a great and good sailor. From the report of the committee of the institution referred to, we regret to see that it is much in need of funds. Among its friends is Admiral Sir Edward Sotheby, who mentioned that 5,000 copies of an appeal on behalf of the Home had been sent out to residents in Hampstead, to which there had not been more than 30 or 40 responses. This is not creditable to Hampstead, especially when we remember that that pleasant suburb is full of the well-do classes. With the gallant Admiral we hope that people in Hampstead will give more support to the institution, the claims of which we may commend also to the people of Hastings, who propose to celebrate the defeat of the Spanish Armada. If their patriotic enthusiasm would take the form of masques, pageants, or entertainments, whose proceeds should be devoted to this and other excellent institutions for the benefit of sailors and their dependents, they might, while replenishing the coffers of those institutions, attract troops of visitors to Hastings.

THE NATIONAL SEAMEN'S UNION.—The members of the National Amalgamated Union of Seamen and Firemen held their meeting on Monday night at Sunderland. Correspondence was read from several members abroad, also from Colonel Gourley, M.P., with reference to the Life Saving Appliances Bill. It was reported that two members of the union who signed articles to proceed to sea in a vessel had failed to carry out their contract. Such conduct was strongly condemned as calculated to throw discredit upon British seamen. Being anxious to put a stop to these proceedings, the society decided to fine the defaulters 2s. 6d. each. If the money be not paid within three months they will be expelled from the union. Some further discussion took place with reference to the annual conference, to which American and Colonial delegates are invited, also as to the formation of branches of the union on the Tyne.

CORRESPONDENCE.

TO THE EDITOR OF "SEAFARING."

SIR,—I have now received No. 3 of your new venture, and as I happened to know that your ambition laid in that direction, I sincerely congratulate you upon the accomplishment of your long-wished-for hobby. I was about to send you a line when No. 1 appeared, but wisely abstained from doing so. By this time, however, I have come to the conclusion that you really mean to do business, that the sailors' cause—when a good one—will receive fair play at your hands, that you will fearlessly show up abuses where they exist, and that your columns will be open to sensible arguments from both sides without fear or favour, so that your readers—and may they be millions—may judge right from wrong, and those most concerned, the seafaring classes and all interested in seafaring—and who are not?—may use their

"Brains, influences and voice,
By pen and sword, no! not by sword, but
noise
Of popular opinion, which would grow
And strike at sailors' grievances a blow,
So that our seamen may their duty do
As cheerful as behoves a British crew,"

such as the highest pitch of your ambition could desire. I fear, however, that you have tremendous odds against you, and one of them, and the greatest, is the apathy of "Jack ashore" towards anybody or anything likely to benefit him. Run him into the arms of a crimp or landshark, and "Jack ashore" will embrace him, but introduce him to anyone who is likely to work for his benefit, and he'll avoid him and view him with distrust; he'll spend pounds on trifles, but will turn a penny twice before buying a paper devoted to his interests. There are, of course, many honourable exceptions to this rule, but it is a rule nevertheless. Again sailors' grievances are many, but he is very slow to grasp those few which really are the parent grievances to all the rest. Since the apprentice system has gone out of date, sailors—as they should be—have gone out of date also. Now we find a sprinkling of good able men among ships' crews, but the merchant service is not what it was, nor what it should be. It is no use shirking the responsibility of going to the root of sailors' grievances. If the service consisted of good and practical men, and those men were in touch with one another throughout the United Kingdom and our colonies, grievances would right themselves, men would then get a fair wage, sound food, and proper treatment in return for doing their duties as men ought. If you are prepared to go upon those lines, your paper might do a great service to British seamen; but the British seaman must also help himself.—I am, sir, yours faithfully,

WILLIAM PATERSON LIND,

Hon. Sec.

Amalgamated British Seamen's Protection Society.

Trafalgar Hotel, Leman-street,
London, E.

July 26th, 1888.

THE International Exhibition, to celebrate the centenary of the foundation of the Colony of New South Wales, was opened at Melbourne on Wednesday last.

THE annual contest for Doggett's Coat and Badge took place last Wednesday over the customary course between London Bridge and Chelsea. Result: Stations from Middlesex.—Second station: C. R. Harding, Chelsea, 36min., 1; third station, F. Biant, Shadwell, 37min. 50sec., 2; sixth station, F. W. Robinson, Putney, 38min. 58sec., 3; first station, A. T. Martin, Greenwich, 39min., 4; fourth station, W. A. Hall, 39min. 10sec., 5; fifth station, R. Brown, Horselydown, 42min. 15sec., 6.

MANY persons suffered by Monday's disastrous inundation in Poplar and the Isle of Dogs. The effect of the sudden storm was to flood the houses of many extremely poor families with sewage, destroying their furniture, bedding, and food. The number of sufferers and the hopelessness and helplessness of their condition are, it is stated, appalling. An appeal is made on their behalf. Coal and money is wanted. Mr. William Clark, senior churchwarden, Poplar Town Hall, E., will receive contributions.

OUTWARD BOUND.

FROM LONDON.

To	Ship.	Dock.
Aarhuus	Ceito	VD Buoy
Abo, &c	Capella (s)	Deptford Dock Buoy
Adelaide	Maulesden	SWID
Algoa Bay	Annie Main	SWID
Auckland	Zealandia	EID
Barbadoes	Abeja	Ohlendorff's Wharf
Bermuda	Lizzie R. Wilce	WID
Bermuda	Nelson Hewertson	LD
Bermuda	Sir G. F. Seymour	WID
Bombay, &c	Govino (s)	SWID
Boston	British Queen (s)	VD
Brisbane	Duncraig	SWID
Brisbane	Jumna (s)	RAD
Brisbane	Kingdom of Sweden	EID
Buenos Ayres	Ranavola	LD
Cadiz, &c	Galicia (s)	LD
Calcutta	Bann	EID
Calcutta, &c	Bengal (s)	RAD
Calcutta, &c	Kaisar-i-Hind (s)	RAD
Canterbury	Wellington	EID
Cape Town, &c	Taymouth Castle (s)	EID
Christiania, &c	Cameo (s)	MD
Colonel, &c	Gulf of Papua (s)	EID
Dantzic	Brunette (s)	Union Tier
Demerara	Cipero (s)	LD
Gothenburg	Thorsten (s)	MD
Halifax	Mackay-Bennett (s)	VD
Hobart	Lufra	LD
Ibrail, &c	Oeta (s)	MD
Konigsberg, &c	Argyle (s)	MD
La Guayra	Indiana	WID
Launceston	Westbury	WID
Libau	Perm (s)	MD
Lyttelton, &c	Selebria (s)	SWID
Melbourne	Carlisle Castle	EID
Melbourne	Flying Venus	SWID
Melbourne	Ivanhoe	SWID
Melbourne	Rosdhu	EID
Melbourne	M'Diarmid	SWID
Melbourne	Sobraon	EID
Mogador, &c	Mogador (s)	St KD
Montevideo, &c	St. George (s)	VD
Nelson	Asterion	EID
New York	Avoca	Grnwh Bys
New York	Egyptian Monarch (s)	MD
New York	France (s)	RAD
New York	Harvest Queen	Charltons Bys
New York	Holland (s)	RAD
New York	Nimbus	Thameshaven
New York	Violet	Northfleet
Odessa, &c	Engadine (s)	VD
Oporto	City of Cork (s)	LD
Otago	Canterbury	EID
Para	Sophie and Noline	WID
Para	Zara	Caaton
Pernambuco	Margarethe	WID
Philadelphia	Martha Cobb	MD
Port Natal	Salado	St K
Port Natal	Matabele (s)	LD
Port Natal	Gazelle	LD
Port Natal	Brodrone	LD
Quebec, &c	Pomeranian (s)	MD
Riachuelo	Christina	WID
Riga	Carren Park (s)	river
Rio Janeiro	Hipparchus (s)	RVD
Rosario	Ophir	LD
St. John's (NF)	Sunbeam (s)	LD
St. Kitts, &c	Salerno (s)	LD
St. Petersburg	Dwina (s)	MD
St. Petersburg	Gesine	VD
St. Petersburg	Vera (s)	SCD
St. Thomas (WI)	Ane Cathrine	LD
Santos	Jacob Aal	VD
Shanghai, &c	Glengyle (s)	SWID
Shanghai, &c	Hydaspes (s)	RAD
Shanghai, &c	Verona (s)	RAD
Singapore, &c	Seine (s)	E Greenwiel
Stettin	Stettin (s)	MD
Sydney	Macquarie	EID
Sydney	Merope	VD
Sydney	Rodney	EID
Sydney	Shenir	EID
Sydney	Wanganui	SWID
Sydney, &c	Britannia (s)	RAD
Sydney, &c	Gulf of Venice (s)	VD
Sydney, &c	Lurline	EID
Sydney, &c	Orizaba (s)	TD
Sydney	Rosetta (s)	RAD
Sydney, &c	Valetta (s)	RAD
Sydney, &c	Riverina (s)	SWID
Taganrog, &c	Ben Nevis (s)	VD
Townsville	Lady Douglas	EID
Warrnambool	Abbey Town	MD
Wellington	Invercargill	EID
Wellington	Orari	SWID
Wellington, &c	Doric (s)	RAD

FROM LIVERPOOL.

To	Ship.	Dock.
Adelaide	Castle Holme	WpgD
Africa (WC)	Opobo (s)	CobD

Alexandria, &c—Thebes (s), HknD
 Alexandria—Calm (s), WelD
 Astoria, &c—Archer, WD
 Bahia—Donati (s), HknD
 Bahia Blanca—W. W. Lloyd, AD
 Baltimore—Barrowmore (s), AlexD
 Barbadoes, &c—West Indian (s), SdnD
 Bathurst—Onkel Christian, CanD
 Bay Verte—Elida, CanD
 Bay Verte—Sinken, QD
 Bombay—Eden Hall (s), BkdD
 Bombay—Europa, WsyD
 Boston—Bavarian (s), HknD
 Boston—Catalonia (s), AlexD
 Boston—Pavonia (s), AlxD
 Boston—Kansas (s)
 Brass, &c—Kisanga (s), QD
 Brisbane—Sabrina, SD
 Buenos Ayres—Elena, StD
 Buenos Ayres—Haakon Haakonsen, GtnD
 Buenos Ayres—Mercator, D
 Calcutta—Glenmorag, AlxD
 Calcutta—Professor (s), MphD
 Callao—Phonozia, BkdD
 Callao—Theodore (late County of Argyle), BkdD
 Ceara, &c—Augustine (s), BkdD
 Chittagong—Berkshire, BkdD
 Christiana—Ardmore, BkdD
 Colon, &c—Andean (s), SdnD
 Constantinople, &c—Pharos (s), HknD
 Constantinople, &c—Cherbourg (s), HknD
 Coquimbo, &c—Beechdale, SD
 Elsinore—Anne, GtnD
 Ensenada—Fri, GtnD
 Faroe—Sonderjylland, KD
 Fiume, &c—Malta (s), HknD
 Gibraltar—Forest Princess, CgdD
 Gothenburg—Bifrost (s), BD
 Halifax—Bella, CrsD
 Halifax—Doone, GtnD
 Halifax—Fortuna, GtnD
 Havana, &c—Eduardo (s), HknD
 Havana, &c—Espanol (s), HknD
 Havana, &c—Serra (s), HknD
 Hiogo, &c—Regal (s), MphD
 Huclva—Neto (s), BkdD
 Ibrail, &c—Roumelia (s), WelD
 Iceland—Hermod, KD
 Iquique—Clan Grant, B-MD
 Iquique—Ellenbank, B-MD
 Iquique—General Pictou, GtnD
 Jacobstadt—Rapide, CanD
 Java—Medea, PD
 Kallundborg—Ture, PD
 Kingston (Jam)—Chancellor (s), LtnD
 Kurrachee—Branksome Hall (s), MphD
 Libau—Petrolea (s), BkdD
 Lima—Aranc, PD
 Lima—Elizabeth, BkdD
 Lima—Keir, BkdD
 Malta, &c—Trinidad (s), BkdD
 Manila, &c—Santo Domingo (s), HknD
 Maranhau—Braganza (s), BD
 Melbourne, &c—Dynomene, WD
 Melbourne, &c—Scottish Hills—D
 Montevideo, &c—Borghese (s), WelD
 Montevideo, &c—Caxton (s), HknD
 Montevideo, &c—Sicily (s), WelD
 Montevideo—Chrysolite, CanD
 Montevideo—Julia, SdnD
 Montevideo, &c—Bellaura (s), HknD
 Montevideo, &c—Bella (s), HknD
 Montevideo, &c—Ranmoor (s), WelD
 New Orleans—Orator (s), BD
 New York—Egypt (s), AlxD
 New York—Arizona (s), AlxD
 New York—City of Berlin (s), AlxD
 New York—R. I. Belknap, HarD
 New York—Republic (s), AlxD
 New York—Umbria (s), AlxD
 Newfairwater, &c—Black Sea (s), GtnD
 Newfairwater, &c—Sevilla (s), GtnD
 Odessa, &c—Ligurian (s), HknD
 Old Calabar—Ignatz Breum, GD
 Oporto—Cintra (s), SdnD
 Oporto—Gomes V (s), QD
 Palermo, &c—Zaripha (s), WelD
 Panama—Brandon, SdnD
 Para—Hindoostan, PD
 Para—Sobralense (s), BD
 Para—Portuense (s), BD
 Philadelphia—British King (s), LtnD
 Pictou (NS)—Luis A. Martinez, N-CrsD
 Pictou, &c—Annie, GtnD
 Port Natal—Troubadour, PD
 Porto Rico, &c—Arecibo (s), B-MD
 Porto Rico, &c—San Juan (s), B-MD
 Pugwash—Sarah, QD
 Quebec—Juno, BkdD
 Quebec—St. Albans, CanD
 Quebec—Siliatira, CanD
 Quebec, &c—Lake Huron (s), AlxD
 Quebec, &c—Sarmatian (s), AlxD
 Quebec, &c—Vancouver (s), AlxD

Rangoon—Angela, PD
 Rangoon—Gio. Batta, BkdD
 Riachuelo—Marie and Kathe, CngD
 Riachuelo—Mary Mark, PD
 Rio Grande do Sul—Johanne, PD
 Rio Janeiro—Ptolemy (s), HknD
 Rio Janeiro—Annot Lyle, B-MD
 Rio Janeiro—Biela (s), HknD
 Rio Janeiro—Leopold von Vangerow, CanD
 Rio Janeiro—Tell, PD
 Rio Janiero, &c—Laplace (s), HknD
 Rosario—Bams, PD
 Rosario—Fram, PD
 Rosario—Kjartan, PD
 St. John (NB)—Lizzie Wright, GtnD
 St. John (NB)—Everest, BkdD
 San Francisco—Charles Cotesworth, SD
 San Francisco—City of Florence, SD
 San Francisco—Richard Wagner, HarD
 San Francisco—Thomas M. Reed, B-MD
 Santos—Gilead, PD
 Shanghai, &c—Menelaus (s), MphD
 Shanghai, &c—Antenor (s), MphD
 Shanghai, &c—Prometheus (s), MphD
 Shediak—Konkordia, CanD
 Sydney—Alice Platt, MD
 Talcahuano—Gallovidian, PD
 Tarragona, &c—Colon (s), QD
 Tarragona, &c—Elvira (s), CobD
 Tarragona, &c—Francoli (s), CobD
 Tarragona, &c—Sofia (s), CobD
 Tarragona, &c—Tajo (s), CobD
 Valparaiso—Bessie Jose, B-MD
 Valparaiso—Golden Gate, SD
 Valparaiso, &c—Aconagua (s), MphD
 Vera Cruz—Alava (s), CanD
 West Bay—Hypatia, CanD
 Westerwik, &c—Condor, —
 Yokohama, &c—Ningehow (s), MphD
 Yokohama, &c—Regal (s), MphD

FROM GLASGOW.

To	Ship.	Size.
Adelaide	Amoy	994
Alexandria	Klyde (s)	1022
Bilbao	Edward Williams (s)	470
Bombay, &c	Arabia (s)	2315
Bombay—Asia (s)		2320
Bombay, &c	Clan Munroe (s)	1437
Bombay, &c	Clan Sinclair (s)	1912
Boston—Phoenician (s)		1552
Brisbane—Durisdeer		989
Brisbane—Lindithgowshire		1357
Brisbane—Peebles-shire		865
Calcutta—City of Oxford (s)		2573
Calcutta—City of Cambridge (s)		2473
Calcutta—Clan Buchanan (s)		1913
Calcutta—Clan Drummond (s)		1904
Calcutta—Hesperia (s)		1982
Calcutta—Roumania (s)		2207
Cape Town—Clan Lamont (s)		1354
Cape Town, &c	Clan Ranald (s)	1339
Constantinople, &c	General Gordon (s)	823
Demerara—Arecuna (s)		1720
Dunedin—Helen Denny		728
Gothenburg—Greta (s)		304
Guayaquil—Breiz Izel		388
Halifax, &c	Halifax (s)	1600
Hiogo, &c	Crown of Arragon (s)	2281
Leghorn—California (s)		2214
Lisbon, &c	Iberia (s)	675
Lisbon, &c	Lady Ailva (s)	800
Malta—Stefanie (s)		855
Mauritius—Giuseppe Accame		472
Melbourne—Loch Etive		1235
Melbourne—Loch Long		1200
Melbourne—Tinto Hill		2066
Montevideo—Montevideo (s)		2700
Montevideo—Lucerne (s)		1252
New York—State of Nebraska (s)		2577
New York—State of Nevada (s)		1572
New York—Anchoria (s)		2713
New York—Circassia (s)		2770
New York—Devonia (s)		2772
New York—Furnessia (s)		3613
New York—State of Indiana (s)		1498
Oporto, &c	City of Lisbon (s)	389
Philadelphia—Prussian (s)		1940
Philadelphia—Scandinavian (s)		1967
Quebec, &c	Colina (s)	1297
Quebec, &c	Concordia (s)	1617
Rangoon—Amarapora (s)		2517
Rangoon—Tenasserim (s)		1755
Sydney—Corryvreckan		1299
Sydney—Firth of Cromarty		1450
Sydney—Pass of Balmaha		1500
Sydney, &c	Bateshire	1900
Valparaiso—Esmeralda		730
Valparaiso, &c	Liddesdale (s)	2000
Victoria (BC)—Islander (s)		1600
Yokohama—Kaisow (s)		2959

FROM CARDIFF.

To.	Ship.	Size.
Aalborg	Johan Dahl,	195
Aden	Crathorne (s),	1810
Aden	Lisnacieve (s),	1831
Alexandria	William Balls (s),	1092
Algoa Bay	Royal Tar,	717
Archangel	Georg (s),	558
Bahia	Sultana,	812
Bahia	Holtingen,	406
Bahia	Mary Jane,	128
Bari	Garonne (s),	684
Bombay	Algoma (s),	1892
Bombay	Knight Companion (s),	2606
Buenos Ayres	Hereward,	760
Buenos Ayres	Lillie Soulard,	991
Buenos Ayres	Rosa C,	586
Buenos Ayres	Sirena,	568
Buenos Ayres	Triton,	465
Buenos Ayres	Helga,	598
Buenos Ayres	Rosa Rocca,	688
Cadiz	Bivouac,	127
Caldera	St Kilda,	1028
Campana	Immanuelle,	460
Cape Town	Giuseppe Emanuele,	521
Cape Town	Cardiff,	1084
Cape Town	N B Lewis,	1325
Carril	J F,	183
Carlserona	Notre Dame d'Esperance,	285
Colombo	Helicon,	1565
Constantinople	Trojan (s),	1071
Ensenada	Richard Hutcheson,	767
Falkland Islands	Taikun,	326
Genoa	Camden (s),	969
Genoa	Harley (s),	1113
Genoa	Richard Melsall (s),	1117
Gibraltar	Galatz (s),	561
Huelva	Sir Galahad (s),	633
Iquique	Lady Penrhyn,	815
Iquique	Ben Douran,	1871
Macassar	De Mari Marcello,	896
Madeira	Memling (s),	652
Malta	John Readhead (s),	1102
Malta	Adria (s),	552
Malta (B)	Granger (s),	943
Maranham	Candace,	383
Marseilles	Joseph Xavier,	149
Mauritius	Albyn,	2095
Mauritius	Sierra Estrella,	1435
Montevideo	Adelaide,	586
Montevideo	Caroline,	1175
Montevideo	Dunvegan,	786
Montevideo	Earl Burgess,	1749
Montevideo	Frederik Stang,	991
Montevideo	Latona,	1031
Montevideo	Minnie Burrill,	1465
Montevideo	Nettie Murphy,	1373
Montevideo	Undine,	796
Montevideo	Warror,	1687
Palma	Paquito,	307
Panama	Argosy,	1061
Para	Apotheker Diesing,	387
Para	Yucatan,	328
Penang	Adele Accame,	1180
Perim	Lilburn Tower (s),	1891
Pernambuco	Ceres,	375
Port Said	Royal Crown (s),	1176
Punta Lara	Dora Ann,	588
Rangoon	Nicolo Accame,	1371
Rio Janeiro	Annie Burrill,	897
Rio Janeiro	Homewood,	1125
Rio Janeiro	China,	730
Rio Janeiro	Eastern Light,	1243
Rio Janeiro	Magdala,	1172
Rio Janeiro	Magnolia,	998
Rio Janeiro	Mathilda,	1795
Rio Janeiro	St. George,	1498
Rio Janeiro	Toivo,	944
Rosario	Hamingja,	472
Rosario	Colomba,	503
Rosario	Hector,	498
Rosario	Luchina C,	506
St. Vincent	Teni,	468
St. Vincent (CV)	Naples (s),	1481
San Francisco	Bohemia,	1563
San Francisco	Carnarvonshire,	1227
Santos	Emigrant,	579
Santos	Roska,	1172
Singapore	Biram Wood,	1333
Singapore	Andree Rickmers,	1419
Singapore	Ellen Rickmers,	1369
Singapore	Hedwig,	808
Singapore	R E Rickmers,	1663
Torre Annunziata	City of Truro (s),	1141
Tunis	Maria Laura,	440
Varna	Mennythorpe (s),	939
Venice	Chrysolite (s),	1045
Venice	Guido Rosa,	524
Vera Cruz	Emile Postel,	1089

FROM HULL.

To.	Ship.	Size.
Abo, &c	Orion (s),	691
Ahus	Luther,	139

Arendal	Erato,	409
Bjorko	Salo,	426
Bombay	Sorrento (s),	1778
Buenos Ayres	Carmelina,	871
Carlskama	Alina,	335
Christiania, &c	Angelo (s),	671
Cronstadt	Helios (s)	
Dram	Jacob,	88
Drontheim	Hero (s),	688
Gefle	Gevalia,	669
Gefle	Gustafva,	313
Gothenburg	Romeo (s),	1210
Hasle	Rap,	112
Libau	Solve (s),	299
Lisbon	Cabo Verde (s),	1460
Malmö	Lydia,	355
Melbourne	Amazon,	1998
New York	Martello (s),	2430
Newfairwater	Hevelius,	374
Oscarhamn	Experiment,	214
Philadelphia	Berlin,	1553
Reval, &c	Una (s),	839
Riga	Cairo (s),	1112
Riga	Toledo (s),	1157
Ronne	Prairie Gem,	248
St. John's (NF)	G. C. Gradwell,	146
Stettin	Milo (s)	
Stockholm	Artemis (s),	433
Stockholm	Thurso (s),	628
Svendborg	Thomas Michael,	215
Uleaborg	Johannes,	134
Ystad	Annalie,	327

FROM NEWCASTLE-ON-TYNE.

To.	Ship.	Size.
Buenos Ayres	Amerika,	820
Buenos Ayres	Bonanza,	534
Christiansand	Transit,	132
Cronstadt	Hercules,	471
Dram	Jenny,	142
Genoa	Castle Hill (s),	1182
Helsingfors	Anna,	493
Lulea	Gellivara (s),	1686
Mariagerfjord	Kvik,	112
Mauritius	Callor On,	668
Memel	Hampton (s),	1382
Mesane	Allendale (s),	569
Montevideo	Tri Sina,	839
Newfairwater	Actif,	317
Santos	Tjomo,	550
Swinemunde	Horace,	1059
Tehio	Clackmannanshire,	1481
Villaricos	Bucephalus,	1056

FROM NEWPORT.

To.	Ship.	Size.
Alexandria	Resolute (s),	1280
Bahia Blanca	Adele,	664
Barcelona	Escorial (s),	762
Bilbao	St Andries (s),	500
Bilbao	True Briton (s),	647
Buenos Ayres	Flora,	742
Buenos Ayres	Solveig Porsgrund	
Buenos Ayres	Margherita,	498
Buenos Ayres	Verena (s),	418
Catania	Bryn Glas (s),	1503
Civita Vecchia	Beechville (s),	1128
Colon	Silo,	377
Ensenada	Felice B,	512
Genoa	Caffila (s),	1429
Genoa	Inchmornish (s),	1292
Genoa	Miniera (s),	952
Gibraltar	Bergamo (s),	778
Las Palmas	Teutonia (s),	1550
Leghorn	Mosser (s),	1323
Lisbon	Louisa (s),	493
Lisbon	Violante (s),	554
Mauritius	Sierra Morena,	1385
Montevideo	Mozart,	848
Natal (Brazil)	Mary Ann,	241
Para	Chateaubriand,	278
Para	Daisy,	464
Patras	Dunluce (s),	568
Paysandu	Sabrina,	316
Paysandu	Stanley,	300
Paysandu	Vigilant,	303
Rio Janeiro	Mary Hasbrouck,	732
Rosario	Prudente,	440
Rosario	Storken,	516
San Juan (PR)	Familia,	370
Venice	Jessmore (s),	1573

FROM SUNDERLAND.

To.	Ship.	Size.
Carlserona	Gothard,	253
Gefle	Agnes,	197
Gothenburg	Albert Edward (s),	634
Gothenburg	Bjorn (s),	627
Memel	Wolgast,	196
Moss	Walter,	148
Odense	Dundonald (s),	323

Pisagua	Eugenie,	697
Stralsund	Georg and Adolph,	298
Swinemaude	James Groves (s),	818

FROM SWANSEA.

To.	Ship.	Size.
Algoa Bay	Douglas Castle,	678
Algoa Bay	Herbert,	1367
Algoa Bay	Lord Clyde,	560
Algoa Bay	Sindbad,	615
Batoum	Titian (s),	810
Buenos Ayres	Canning,	657
Cape Town	Leon Pancaldo,	728
Genoa	Indus,	1111
Genoa	St. Donats (s),	1619
Genoa, &c	Rhine (s),	683
Little Bay (NF)	Agenoria,	167
Montevideo	Vincenzo Mazzella,	349
Port Said	Topaze (s),	1265
Rio Janeiro	Crown Prince,	987
St. Paul de Loando	Prince Alfred,	531
Santa Fe	Nuova San Giuseppe,	282
Savona	Penta al Domani,	609
St. Petersburg	Familien,	127
Valparaiso	Llewellyn,	498
Venice	Monkshaven (s),	962
Wilmington	Hilma,	901

Shipping Gazette and Lloyd's List, Aug. 2nd.

PRINCESS BEATRICE will christen H.M.S. *Marathon*, to be launched at Fairfield on August 23rd.

AT Bristol, on Tuesday, at the offices of the Local Marine Board, before Mr. S. Budgett (in the chair), Captain Tozer, and Mr. J. Edwards, with Mr. J. Inskip as legal assessors, George Newby, second engineer of the steamship *Dora*, was charged with drunkenness while on a voyage between Cardiff and Bombay. Mr. Henderson prosecuted on behalf of the Board of Trade. Defendant did not appear. Evidence was given in support of the charge, and it was stated that the defendant was drunk both at Bombay and Antwerp, and totally unfit for duty. The Board decided that his certificate should be suspended for six months.

THE Royal Assent to permanent legislation for inebriates, which was given last week, was the occasion of a reception by the president and council of the Society for the Study of Inebriety to the Inebriates' Legislation Committee of the British Medical Association and friends in the rooms of the Medical Society of London. Among those present were: Lord and Lady Denman, Sir Charles Tupper, Sir Tindal Robertson, M.P., Mr. P. MacLagan, M.P., Dr. Clark, M.P., Surgeon-Major Poole, the Editor of SEAFARING, &c. After a service of refreshments the president, Dr. Norman Kerr, took the chair, and congratulated the company on the successful issue of a quarter of a century's agitation by the British Medical Association, aided by other bodies, in the enactment of permanent legislation, in place of the previous temporary measures. He acknowledged gratefully the valuable services of Lord Aberdeen, Dr. Cameron, Sir Walter Foster, Sir Trevor Lawrence and Sir Lyon Playfair; and specially desired to thank the Government and the Home Secretary, Mr. Matthews, who had done much to facilitate the progress of the Bill through Parliament. Dr. Kerr had still a lively recollection of similar services at the hands of the then Government and Lord Cross nine years ago. This, however, was but the first step. All the energies of the friends of the victims of the disease of inebriety must now be devoted to the amendment and improvement of the law, to the provision of medical care and treatment for the poor, and to compulsion in incorrigible cases, a far cheaper and better plan than punishment, which was no cure for inebriety. During the course of the afternoon the proceedings were varied and much pleasure was provided by a highly talented lady, Mrs. Lawson Bunton (Miss Aitken, of Glasgow), giving the following elocutionary recitals:—"Dora," Tennyson; "The Gin Fiend," Mackay; "The Broken Bowl" (Scotch, by special request), Morton; "Song of the Shirt," Hood.

SEAFARING DISASTERS.

Lloyd's agent at Amsterdam telegraphed on July 26th: *Norge* (s), from Hamburg for Rotterdam, laden with sugar, put into Amsterdam leaky, after having been ashore at Terschelling.—Lloyd's agent at Dunnet telegraphed on July 26th: *Copeland* (s), of Leith, from Iceland for Leith, with ponies and wood, gone ashore at Stroma. Passengers left for Wick that morning to catch train.

A telegram from Dunnet Head, dated Keiss, 31st July, 10.2 a.m., reports: *Copeland* (s), disappearing stern entirely submerged, but still attached to forepart on rocks. Very small salvage saved.

—A telegram from Buenos Ayres, dated July 25th, states: *Zarate* has been in collision with the *Nellie Crosby*, bound to Barbadoes. Our damage appears not to be serious; cargo is slightly injured; ship will not be detained.—Lloyd's agent at Calcutta telegraphed July 26th: *Japan* (s), hence to Hong Kong, has put back with loss of her anchor, and slightly damaged.—Telegram from Cadiz, July 26th, states: Spanish steamer *Cabo San Antonio* arrived 28th Vigo; while at sea fire broke out on board July 16th, part of cargo being damaged by fire and water.—Steamer *Elyrise*, of Cardiff, Bilbao, for Ardrossan, iron ore, when off Ardrossan Harbour, July 26th, engines broke down. She was assisted into harbour by tug boat.—British ship *Sapphire* has arrived at Philadelphia leaking badly. She will be surveyed.—A fire is reported in the West India and Pacific Company's shed, Sandon Dock, Liverpool; 3,700 bales of cotton and grain, &c. the steamer *Costa Rican*, from New Orleans, were more or less destroyed. The shed entirely gutted.—*Alminda*, Italian barque, Tripoli for Cardiff, has put into Madeira leaky.

—Steamer *Olympia*, previously reported as having broken her stern-post in the Suez Canal, arrived at Suez, July 26th, assisted by two tugs.—Norwegian jagt *Orlando*, of Sandnes, London for Libau (guano), returned to Gravesend, July 26th, leaky, having been ashore on the Maplin. (This is probably the vessel reported as Dutch, ashore on the Maplin.)—The steamer, *Vindobala*, of London, Sunderland for Batoum, in ballast, and the brig *Albatross*, of Russer, bound up Channel, collided in the Downs July 26th. The *Vindobala* put into Dover with damage to port bow; the *Albatross* lost bowsprit and figure head, and proceeded, apparently for Ramsgate Harbour.

—Lloyd's agent at Constantinople, by telegraph dated Pera, July 26th, reports: *Polluce* (Austrian mail steamer) and the *Meuse* (French mail steamer) were in collision on July 26th. Both steamers are slightly damaged.—*Fife-shire*, ferry steamer, plying between Dundee and Newport, broke her shaft, July 26th, and was towed back to Dundee.—*City of Cork* (s), collided with *Contest*, steam tug, July 7th, in Greenwich Reach, and was ashore off Northumberland Ironworks, Millwall.—*Kent* (s), London to Adelaide, arrived at Capetown, July 26th, with loss of two blades of her propeller.—Lloyd's agent at Sonderho telegraphs: *Cholmley*, from London to Danzig, has been wrecked outside Southend Fano; all men safe.—*Orelia*, schooner yacht, arrived at Cowes, reports: On July 24th, while cruising from Cherbourg to Alderney, at 4 p.m., struck on the southern part of Cherbourg Breakwater, carrying away part of false keel, and stripping off several sheets of copper.—*Violana* (s) was, on July 27th, reported by telegraph to be off Holyhead disabled, under sail and in want of a tug.

—Lloyd's agent at Uleaborg, on July 27th, telegraphed: *Scotsman*, wood cargo, struck on the rocks off Uleaborg, whilst in charge of a pilot, two miles from Marianeme Lighthouse, at 7 p.m., and filled within half an hour. Floating on cargo. *Neptune*, salvage steamer, has gone to her assistance.—*Sarah* (s), of Whitby, from Amsterdam, reports having had foremast struck by lightning and carried away.—*Norman*, Swedish steamer, Bergen for Stettin, general, arrived at Christiansand leaking, having been ashore; must discharge and dock for repairs.—*Clareen*, of Plymouth, with kelp, for the Clyde, has gone ashore on the bar at Westport.—Russian schooner, *Elly*, with cement, has foundered near Sesskar; crew picked up by the *Elizabeth* and landed at Cronstadt.—Lloyd's agent at Buenos Ayres telegraphs, July 27th: *Themis D.*, Italian barque, from San Nicolas for the Channel, with maize, for orders,

grounded on her way down the river, and remains; reports indicate she cannot be saved.

—A telegram from the Lizard Signal Station, July 28th, states: S.W. gale during the night, with heavy rain and fog; sea rough. The remains of the *Nettleworth* have disappeared; nothing is now to be seen of her.—According to a telegram from Ismailia, timed July 27th, the steamer *Oceanic* had suffered some hours' detention through having got aground on the bank near the Southern Lighthouse, but had proceeded on her voyage. The passage of Canal not impeded by the accident. A later telegram from Suez reports the steamer sailed from there.—Lloyd's agent at Vigo telegraphed, July 28th:—It is reported to the naval authorities that the British schooner *Mary Wallon*, from Bridgewater for Marseilles, with bricks, arrived leaking badly.—*Volard* (s), from Llanelly, when off Bardsey on 26th crank shaft broke; off Holyhead took the assistance of a tug, and docked July 28th.—Lloyd's agent at Malta telegraphs:—*Malck*, British steamer, from Bussorah for London, put into Malta with two blades of her propeller broken, proceeded without repairing, being in quarantine.—*Clareen* reported ashore at Westport, got off undamaged after lightening.—*Mary Jane*, schooner, of Glasgow, stranded near Ballygally, Larne, July 27th, and will become a total wreck.—*Dunrobin* (s), of Glasgow, grounded on Stag Point, Llanelly, July 28th, and was lying badly.—*Barque West Australian*, Leith for London, was run into in Leith Roads, July 28th, by steamer *Queen*, from Aberdeen, and had bowsprit, figurehead, &c., carried away; the steamer sustained damage to stern, bulwarks, rails, &c.—British steamer *Kate Fawcett* has been towed into St. John's by the Allan Line steamer *Grecian*, with main shaft broken.—British steamer, *Lord Warwick*, arrived at Boston, reports that on July 11th, whilst at sea, a fire broke out in No. 3 hold; cargo damaged but the extent of the damage had not then been ascertained.—A Norwegian barque was, July 28th, ashore at Old Thorney Station, Selsey. Crew were leaving. Vessel expected to become a total wreck.—Telegram from Lloyd's Signal Station at the Lizard reports, July 28th: Schooner *Robert*, of Carnarvon, bound to the eastward with slates, is on the Bumble Rock, west of signal station; crew alongside in their own boats; tugs have been telegraphed for from Falmouth; probability of vessel being got off.—Lloyd's agent at Dardanelles telegraphs July 28th: Steamer *Prudent*, of Sunderland, Catania for Sulina, ballast, stranded morning 27th, off Sestos; refloated by tugs evening 28th; no damage; proceeds to-day.

Pleione, safe at Wellington, N.Z. Forepeak full of water, stern slightly shaken.—Lloyd's agents at Corea wire as follows: Steamer *Deutschland* lost, crew saved. The *Deutschland* was a German steamer of 294 tons. Built at Stettin in 1883, and owned by Mr. H. C. E. Meyer.—Lloyd's agent at Havre telegraphs, July 31st: *Eridan* (s), belonging to the Messageries Maritimes Company, from Marseilles for London, has been towed into Havre with machinery disabled.—Lloyd's agent at Gibraltar telegraphs, July 31st: *Mulgrave*, British steamer, has been towed into Gibraltar by the tug *Knight of St. Patrick*. The *Mulgrave* is bound from Odessa for Sunderland.

A Dover telegram states that two boatmen, father and son, were drowned in the bay last Tuesday afternoon. Their boat was run down by a steamer. On Aberdeen beach a bottle has been picked up containing a scrap of paper with the words—"Ship going down; no hope."

Jack B., on board *Sorreta*.—The crew of German steamer, *Borgfelde*, of Hamburg, which ran upon a sunken reef about four miles south of Hillswick, on the west of Shetland, on Tuesday, 17th ult., have arrived at Leith Sailors' Home.—Three young men left the quay at Waterford in a small boat on Sunday. The boat was found drifting out of the harbour upside down, and is supposed to have capsized in a sudden squall, and the occupants, not being able to swim, were drowned.—Eleven British and eight foreign vessels were reported as shipwrecks last week, but only three (one Norwegian and two British vessels) were wrecked off the British Isles. Two British vessels were reported lost on Banks Straits, and part of the crew of one of them were drowned; all rocks in those Straits are not, it is telegraphed, marked on the charts. Collision cases numbered 25, of which 15 took place off the British Isles.—The Bureau Veritas has just published the list of maritime disasters reported during the

month of June concerning all flags. The following statistical returns are given:—Sailing vessels reported lost: Seven American, British, one Danish, two Dutch, French, five German, one Greek, Italian, six Norwegian, two Portuguese, Russian, five Swedish—total 66. In this number are included five vessels reported missing. Steamers reported lost: One American, British, two German, one Spanish—total seven. Causes of losses:—Sailing vessels: Stranding, 34; collision, four; fire, four; foundered, seven; abandoned, four; condemned, eight; missing, five—total, 62. Steamers: Stranding, five; collision, one; condemned, one—total, seven.

Edward William (s), for Charente, with crew, arrived at Falmouth, July 29th, with machinery defective.—A telegram from Point de Grave dated July 29th, reports: A steamer sank last night on Magoero Rocks, near Etel.—A further telegram from the Lizard, relative to *Robert* schooner, of Carnarvon, ashore on the Bumble Rock; sunk in Honsel Cove; masts with sails attached above water. Captain Hugh Jones and crew, four all told, on shore. She left Port Dinorwic on July 18th for Southampton with a cargo of 150 tons of slate.—*Junco* barque, was spoken eight miles S.E. of Douglas Head at 5 p.m., July 28th, leaking badly, having been ashore on Bahama Bank, but required no assistance by the *Ben H. Three*, Isle of Man steamer, from Douglas, arrived at Liverpool.—*Alexandra*, fishing boat, of Shoreham, foundered on the 25th ult. off Lancing, and on July 30th still lay sunk, but not interfering with navigation.—A telegram from Manila, dated July 30th, reports: *Crusader* (s) broke her shaft off Corrigidor; will go into dock.—*Marget*, barque, of Christiania, Goole and Hull for Port Natal with coals, stranded at Selsey, July 29th, and remained. Last night she slightly altered her position, and was lying with her head to sea, full of water; deck gear washing ashore; crew landing clothes, &c.; vessel will become a total wreck.—*Pleione*, London, for Wellington, N.Z., reported ashore at Waikanack, N.Z., a telegram from Wellington, July 29th, reports: *Pleione* afloat uninjured.—Lloyd's agent at New York cables: *Tallanum*, American steamer, has been slightly damaged by fire.—*Lady Bertha*, British steamer in Harg, put into Stockholm leaky, having been ashore at Oland; will be placed on the slip ready end of week.—Lloyd's agent at Nazaire telegraphs: *Carabe* (s), from Cardiff, has been totally wrecked at Etel; crew saved.—*Thor*, Norwegian barque, has gone ashore at Musquodoboit. She will be a total loss.—*Corby Castle*, of Beaumaris, arrived Bristol with slates, from Conway, reports: On July 28th, off Caldy Island, received damage to bulwarks, &c.—Lloyd's agents at Bahia telegraphed, July 30th, that the Norwegian barque, *Kate Carnie*, from Cardiff for Monte Video, has put into Bahia, leaking badly.—The Cunard steamer *Umbria*, from New York, arrived at Liverpool on Saturday, and brought particulars of an explosion which took place on board the steamer *Konvey*, on the river near Westport, Indiana, by which six of the crew were killed. The accident was occasioned by the bursting of the steam pipe that supplied the engines from the boilers. This took place at a quarter to two in the morning, when most of the crew were in bed. The six men who were killed were horribly mutilated, and burned almost beyond recognition. The *Konvey* was a new steamer, built in February last.

J. Benham, Kroger master, which sailed from Pensacola for Buenos Ayres on November 27th last, and not having been heard of since that date, is considered overdue.

Seven men belonging to the 3rd Volunteer Battalion of the Welsh regiment now in camp at Lavernoch, near Cardiff, were drowned by the capsizing of a boat on Wednesday last.—On the same day when there was a heavy storm, a man called Taylor, one of the crew of the *Gwenne* yacht, whilst competing in the Medway yacht race, and when in Pinn Reach in the River Medway, was drowned, owing to the capsizing of the vessel. Efforts were made to rescue Taylor by the crew of the tugboat *Invicta*, of which vessel Taylor's brother was captain, and although twice caught by the boat-hook the man disappeared under the water. The remainder of the crew of the *Gwenne* were, by the determined efforts of the crew of the tugboat, rescued, and landed at Chatham pier in an exhausted condition.

HOMEWARD BOUND SHIPS.

A

Adelgunde, left Quebec June 22 for Liverpool
 Alicia, left Havana June 23 via Matanzas for Liverpool
 Abana, left Quebec July 3 for Liverpool
 Australian, left Vera Cruz July 19 for Liverpool
 Asia, left Bombay July 24 for Liverpool
 Alisa, left Demerara June 27 for Liverpool
 Adriatic, left New York July 25 for Liverpool
 Aramis, left New York July 28 for Liverpool
 Arklow, left St. John, N.B., July 10 for Liverpool
 Armida, left Calcutta May 3 for London
 Andola, left Calcutta May 15 for London
 Arawa, left Canterbury June 23 for London
 left Rio Janeiro July 17 for London
 Ashleigh Brook, left Napier July 2 for London
 Amphitrite, clrd at Singapore June 11 for London
 left Penang July 25 for London
 Aston Hall, left Bombay July 27 for London
 via Marseilles
 Avon, left Calcutta July 7 for London
 Alkshaw, left Port Pirie April 19 for Queenstown
 Ardmillan, clrd at San Francisco April 24 for Q'town
 Abercrombie, left Port Pirie May 1 for Queenstown
 Angus, left St. Germain June 1 for Queenstown
 Anna, left Zebu March 10 for Falmouth
 passed Anjer April 15
 Apolline, left Valparaiso May 8 for Falmouth
 Asyria, left Iquique April 3 for Falmouth
 Ardar, left Iquique April 28 for Falmouth
 Athens, left Pisagua April 21 for Falmouth
 Armenia, left Batavia June 6 for Falmouth
 Anna, clrd at Bassein April 23 for Falmouth
 Araby Maid, left Port Pirie April 9 for Channel
 Artur, clrd at Akyab April 23 for Channel
 Albergo, clrd at Rangoon April 9 for Channel
 Admiral Tegthoff, left Bassein April 23 for Channel
 Affedion, left Bassein April 30 for Channel
 A D Bordes, left Valparaiso May 23 for Channel
 Arctic Stream, left Rangoon March 19 for Channel
 left Port Elizabeth July 17
 Arani, left Moulmein May 1 for Channel
 Agnes Oswald, left Lyttelton July 10 for Channel
 Astoria, left Puget Sound April 15 for Channel
 Alex Gibson, left Port Townsend March 21 for England
 Akara, left Rangoon March 23 for U Kingdom
 Abercorn, left Port Pirie April 29 for U Kingdom
 Aracan, left Rangoon July 9, left Aden July 29 for U Kingdom
 Amor, left Bangkok July 7 for U Kingdom
 Amy Dora, clrd at Pensacola July 14 for U Kingdom
 Alburgh, left Astoria May 15 for Barrow
 Astoria, left Port Townsend April 15 for Cork
 Arklow, clrd at St. John, N.B., July 7 for Cork
 Aurora, left Newcastle, N.B., June 27 for Dublin
 Agatha, clrd at Wilmington July 10 for Dundrum
 Arincorach, left Coosaw July 25 for Fleetwood
 Andrea Paps, clrd at Pensacola July 3 for Londonderry
 Athenian, left Cape Town July 23 for Newport
 for Southampton

B

Bacchus, left San Francisco June 8 for Liverpool
 Bay of Panama, left Rangoon March 13 for Liverpool
 left St. Helena June 23
 Bolan, left Calcutta April 27 for Liverpool
 Bampton, left Manila June 6 for Liverpool
 left Aden July 13
 Bactria, left Calcutta June 6 for Liverpool
 British Empire, left Pisagua April 18 for Liverpool
 Bothwell, left San Francisco June 4 for Liverpool
 Bruce, left Pensacola July 4 for Liverpool
 Braganza, left Maranhon July 12 for Liverpool
 via Lisbon
 Bernard Hall, left New Orleans July 15 for Liverpool
 British General, left San Francisco July 21 for Liverpool
 Ballarat, left Melbourne June 29 for London
 left King George's Sound July 6
 Bravo, left Cienfuegos July 6 for London
 Belair, left St. Kitts July 27 for London
 via Southern Islands
 Britannia, left San Francisco May 19 for Queenstown
 Bernardino, left Iquique April 5 for Falmouth
 Baldu, left Iquique July 18 for Falmouth
 Blengfield, left Lyttelton prior to May 2 for Channel
 Benan, left Rangoon April 7 for Channel
 British India, left Iquique April 9 for Channel
 British Isles, left Akyab April 21 for Channel
 Burgemeester Schröder, clrd at Banjoewangle April 16 for Channel
 Bolivia, clrd at Rangoon May 22 for Channel
 Barranca, left Mauritius June 13 for Channel
 Bedfordshire, left Pisagua April 28 for Channel
 Bessel, left Minlacore, SA June 1 for Channel
 Beresford, left Bombay July— for Channel
 left Aden July 13 for England
 Brahmin, left Port Wakefield July 15 for U Kingdom
 Banffshire, left Wallaroo May 20 for U Kingdom
 Beech Holm, left Port Pirie June 15 for U Kingdom
 Beltrere, clrd at Quebec June 29 for U Kingdom
 Brodrene, clrd at Newcastle, N.B., June 13 for Cork
 Beltana, left Adelaide June 14 for Maryport
 Belle, clrd at Pensacola June 28 for Newcastle
 Bonita, clrd at Pensacola June 28 for Plymouth
 for Troon

C

Coventry Hall, left San Francisco March 4 for Liverpool
 Cortillera, left Callao Feb 21 for Liverpool
 at Huanacho April 15 for Liverpool
 Cape Clear, left Callao March 31 for Liverpool
 Candahar, left Calcutta May 18 for Liverpool
 City of Canterbury, left Bombay July 7 for Liverpool
 left Malta July 23
 Corolla, left San Francisco June 28 for Liverpool
 Cuban, left Kingston, J. July 13 for Liverpool
 Cyril, left Ceara July 21 for Liverpool
 Crown of Denmark, clrd at San Francisco July 17 for Liverpool
 Clan Macdonald, left Bombay July 26 for Liverpool
 City of Chester, left New York July 28 for Liverpool
 Clement, left Ceara July 28 for Liverpool
 Cambrian Monarch, left Port Pirie March 17 for Liverpool
 Condar, left Cochinchina March 18 for London
 via Havre
 Clan Monroe, left Madras June 15 for London
 left Malta July 21
 Cypriote, left Calcutta April 25 for London
 Cawdor, left Calcutta April 28 for London
 County of Peebles, left Calcutta May 30 for London

Casapedia, left Manila July 1 for London
 left Singapore July 11
 Clan Mackenzie, left Calcutta July 4 for London
 left Colombo July 14
 City of Khios, left Calcutta June 30 for London
 left Port Said July 21
 County of Edinburgh, left Calcutta June 11 for London
 City of Quebec, left Narrakal June 30 for London
 Chusan, left Colombo July 12 for London
 Clan Macintosh, left Calcutta July 13 for London
 left Colombo July 22
 Clan Gordon, left Galle July 11 for London
 City of London, left Calcutta July 18 for London
 Congella, left Natal July 23 for London
 City of Calcutta, left Calcutta July 30 for London
 Clan Matheson, left Calcutta July 29 for London
 Canada, left New York July 28 for London
 Concurrent, left Escomains about July 12 for London
 Centaur, left San Francisco April 13 for Queenstown
 Cloncaird, left San Francisco April 19 for Queenstown
 Cooleen, left Mauritius April 26 for Queenstown
 passed St. Helena July 1
 County of Caernarvon, left Astoria July 17 for Q'town
 Chasca, left Corinto July— for Queenstown
 Caricoa, left Tocopilla May 28 for Falmouth
 Catherine, left Table Bay May 30 for Falmouth
 via Ichaboe
 Clynder, left Columbia River May 22 for Falmouth
 Ciscar, clrd at Buenos Ayres June 2 for Falmouth
 Carmelo, left Iquique June 10 for Falmouth
 Concordia, left Montreal July 27 for Glasgow
 Colorado, clrd at Bangor, Me, July 19 for Greenock
 Capella, clrd at Rangoon April 18 for Channel
 County of Cardigan, left Akyab March 18 for Channel
 Concordia, clrd at Rangoon April 9 for Channel
 Cambria, left Moulmein April 21 for Channel
 Cordelia, left Valparaiso May 25 for Channel
 California, left Iquique June 7 for Channel
 Calcutta, left Iquique June 7 for Channel
 C Boschetto, left Rangoon April 13 for Channel
 Cochirina, left Pisagua July 8 for Channel
 Carl Gustaf, left Kingston, J. June 26 for Channel
 Corinth, left Port Augusta April 29 for Channel
 City of Lucknow, left Wallaroo April 2 for U Kingdom
 passed Ascension June 3
 Cassandra, left Port Augusta March 17 for U Kingdom
 Coronella, left Port Pirie April 2 for U Kingdom
 County of Flint, left Port Wakefield April 26 for U Kingdom
 Cape Wrath, left Adelaide May 20 for U Kingdom
 County of Merioneth, left Astoria June 21 for U Kingdom
 City of Sparta, left Rangoon July 8 for U Kingdom
 Cochirina, left Pisagua July 8 for U Kingdom
 Cromartyshire, left Calcutta July 7 for U Kingdom
 Christine, left Wilmington June 15 for Bristol
 Cochlin, left San Francisco March 13 for Goolie
 Cumberland, left Astoria April 19 for Goolie
 Chicago, left Bombay July 16 for Hull
 left Aden July 16
 Camiola, clrd at St. John, N.B., July 10 for Londonderry
 Crystal, left New York July 25 for Leith
 Clara Maria, left Port Royal June 25 for Sunderland

D

Duchess of Edinburgh, left Rangoon April 9 for Liverpool
 Dancy, clrd at Parrsboro', NS, July 5 for Liverpool
 Dr Witte, clrd at Wilmington July 16 for Liverpool
 Dunelm, left Cochinchina March 20 for London
 via Havre
 Duke of Buccleuch, left Brisbane June 18 for London
 left Batavia July 15
 Dorothea, left Hong Kong April 2 for London
 passed Anjer May 15
 Duchaiburn, left Calcutta May 17 for London
 Dunrobin Castle, left Cape Town July 8 for London
 Durunda, left Cooktown July 17 for London
 Denbighshire, left Shanghai July 23 for London
 Dun Castle, left Cape Town July 30 for London
 via Madeira
 Dolbadern Castle, left San Francisco May 6 for Q'town
 Dillburn, left Iquique July 19 for Queenstown
 Dunnerdale, left San Francisco— for Queenstown
 at Callao June 4
 Drott, left Rio Grande June 8 for Falmouth
 Dryad, left Iquique April 24 for Falmouth
 Duple Singh, left Astoria April 13 for Channel
 Derbyshire, left Bassein June 5 for Channel
 Dundale, left Port Augusta May 10 for U Kingdom
 Dri meltan, left San Francisco May 12 for Hull

E

Excelsior, left St. John, N.B., July— for Liverpool
 Eusemper, left Calcutta June 6 for London
 Enterpe, left Port Chalmers prior to May 4 for London
 Eme, left Hong Kong March 19 for London
 via Havre
 Electrician, left Calcutta— for London
 left Suez July 23
 Eagle, left Barbadoes July 20 for London
 Earnock, left Adelaide April 24 for U Kingdom
 left Wallaroo June 14
 Earl Wemyss, left San Francisco May 29 for Queenstown
 Edward Percy, left Iquique May 14 for Falmouth
 Emeline Jenkin, left Rio Grande May 19 for Falmouth
 Earl Rosebery, left Port Broughton April 7 for U Kingdom
 Elginshire, left Rangoon July 2 for U Kingdom
 Europa, left Bassein May 27 for Channel
 Earlsclough, left Columbia River May 2 for Channel
 Eildenshope, clrd at Rangoon April 30 for Channel
 Erato, left Paysandu June 7 for Channel
 Elise, left Mauritius June 1 for Channel
 East Lothian, left Bassein July 10 for Channel
 Elsa, left Salina July 19 for Channel
 Endrick, left St. John, N.B., July 13 for Channel
 Eurydice, clrd at St. John, N.B., July 7 for Dublin

F

Flintshire, left San Francisco April 21 for Liverpool
 Forganhall, clrd at Quebec July 4 for Liverpool
 Francisca, left St. John, N.B., July 17 for Liverpool
 Foyle, left Bombay April 30 for London
 Fiery Cross, left Port Pirie April 30 for Queenstown
 Fifeshire, left San Francisco May 22 for Queenstown
 F S Campa, left San Francisco June 29 for Queenstown
 Frithof, left Zaraté June 2 for Falmouth
 Fano, clrd at Guayaquil May 8 for Falmouth
 Forseto, left Cape Haytien May 22 for Falmouth
 Falls of Eern, left Calcutta April 16 for Dundee
 Favorit, left Bassein May 26 for Channel
 Fanny Minibell, left B'nos Ayres June 23 for Cardiff
 Famgillas, clrd at Pensacola July 20 for Newport
 Fearnought, left St. John, N.B., June 30 for Waterford

G

Godiva, left Calcutta June 23 for Liverpool
 Gudrun, left Manila May 14 for Liverpool
 Grecian, left San Francisco April 10 for Liverpool
 Gulf of Mexico, left Coronel July 23 for Liverpool
 Grimsel, left Jamaica July 26 for Liverpool
 Greenock, clrd at Pensacola July 19 for Liverpool
 Glenfinlas, left Manila June 17 for London
 left Port Said July 18
 Glenfalloch, left Manila June 22 for London
 left Perth July 18
 Glenorchy, left Hong Kong June 22 for London
 left Singapore July 9 for London
 Garth Castle, left Cape Town July 18 for London
 via Madeira
 Godiva, left Demerara July 17 for London
 Glencoe, left Singapore July 21 for London
 left Penang July 23
 Ganges, left Bombay— for London
 left Malta July 28
 Glenfruin, left Manila July 23 for London
 Glenbervie, left Astoria April 2 for Queenstown
 Glenearn, left Talcahuano May 7 for Queenstown
 Gartmore, left Colombia River April 21 for Queenstown
 Garsen, left San Francisco June 23 for Queenstown
 Gers, left Iquique April 10 for Falmouth
 Garibaldi, left Monte Video May 13 for Falmouth
 Graf Eulenberg, left Buenos Ayres May 29 for Falmouth
 Gavenwood, clrd at Rio Grande June 8 for Falmouth
 Gaston & Maurice, left Aux Cayes June 23 for Falmouth
 Golden Horn, left Calcutta March 25 for Dundee
 Gylfe, left Quebec July 3 for Greenock
 Gateau, clrd at Quebec July 4 for Greenock
 Glance, left Adelaide May 13 for U Kingdom
 via Port Broughton
 Gitano, clrd at Talcahuano May 2 for U Kingdom
 Glendarnel, left San Francisco April 4 for U Kingdom
 Glasgow, left Port Augusta May 11 for U Kingdom
 Gayton, left Pisagua July 2 for U Kingdom
 Glenclorse, left Talcahuano April 27 for U Kingdom
 Guy Colin, left Perth Amboy July 14 for U Kingdom
 Greta, left Adelaide June 15 for U Kingdom
 Giuseppina Bertollo, left Akyab March 31 for Channel
 Gezusters v Haften, left Sourabaya May 17 for Channel
 passed Anjer May 31
 Gio Betta Repetto, left Bassein April 23 for Channel
 Gulf Stream, clrd at Rangoon May 23 for Channel
 Gift, left Frey Bontos June 5 for Channel
 Glanpadarn, left Moulmein May 21 for Channel
 Gamen, left Adelaide June 23 for Newcastle
 G M Cairns, left Quebec July 3 for Sunderland

H

Hectanooga, left Manila April 13 for Liverpool
 passed Anjer May 19
 Halley, left New York July 21 for Liverpool
 Humboldt, left New York July 23 for Liverpool
 Houghton Tower, left Calcutta May 16 for London
 Hellenes, left Monte Video July 6 for London
 Hesperia, left Calcutta July 8 for London
 left Colombo July 17
 Holland, left New York July 15 for London
 Henzada, left Bombay July 13 for London
 left Kurrachee July 20
 Hope, left Mauritius May 12 for London
 Herat, left San Francisco March 28 for Queenstown
 Havre, left Iquique March 27 for Falmouth
 Harvest Home, left Rosario April 27 for Falmouth
 Humboldt, left Iquique July 6 for Falmouth
 Heros, left Buenos Ayres June 23 for Falmouth
 Highland Home, left Rangoon March 30 for Channel
 Henrik Ibsen, left Akyab April 2 for Channel
 left Mauritius June 6
 Helene, left Corinto June 23 for Channel
 Highmoor, left Adelaide April 19 for U Kingdom
 Hero, left Quebec July 2 for Leith
 Habet, left Halifax July 20 for Menai Bridge
 Hermon, left Quebec June 26 for Newcastle
 Hilda, left Sheet Harbour June 30 for Penarth Roads
 Hondoklip, clrd at Port Nolloth June 1 for Swansea

I

Irby, left San Francisco July 13 for Liverpool
 Istran, left Boston August 1 for Liverpool
 India, left Calcutta July 6 for London
 left Colombo July 16
 Ionia, left Canterbury July 21 for London
 Iberia, left Adelaide July 23 for London
 Immanuel, left Cape Kaytion May 28 for Falmouth
 Insel, left Buenos Ayres May 29 for Falmouth
 Ingolf, left Bahia June 1 for Falmouth
 Ivanhoe, left Frey Bontos May 29 for Channel
 India, left Rangoon April 18 for Channel
 Iona, left Quebec July 13 for Channel
 Ianthe, left Port Nolloth June 16 for Swansea

J

Joseph Haydn, left Singapore May 21 for Liverpool
 Jamaican, left New Orleans July 19 for Liverpool
 Juletrae, left Lyttelton April 25 for London
 Jane Sprott, left Adelaide May 2 for London
 At Lima prior to July 10
 John o' Gaunt, left San Francisco April 12 for Q'town
 J H Ramien, left Punta Arenas June 26 for Falmouth
 Johan, left Valleguay May 20 for Channel
 Johanna Sophia, left Bassein May 1 for Channel
 J C Wams, left Adelaide May 8 for U Kingdom
 left Port Germain May 28
 Jessie Renwick, left Moulmain July 11 for U Kingdom
 John Ritson, left Charleston July 5 for Belfast
 Jamaica, left Noumea June 30 for Bowling
 Jens Nielsen, clrd at Halifax July 19 for Barrow
 John Bunyan, left Table Bay June 21 for Cardiff
 Jane Fairlie, left Mauritius June 26 for Crok

K

Kirby Hall, left Bombay July 11 for Liverpool
 via Marseilles
 Khiva, left Bombay June 23 for Liverpool
 Kalliope, clrd at Pensacola July 3 for Liverpool
 Killan, left San Francisco July 13 for Liverpool
 Kong Oscar II, clrd at Parrsboro, NS, July 14 for Liverpool
 Kentmore, left Calcutta March 27 for London
 passed Ascension July 3
 Khedive, left Buenos Ayres June 23 for Falmouth
 Kate Thomas, left Akyab April 14 for Channel
 Kalliope, left Rangoon April 13 for Channel
 Kinfauns, left Portland, O, April 30 for U Kingdom
 Kinlune, left Port Pirie May 16 for Sharpness
 Kilbrannan, left Calcutta June 24 for Sharpness

L

Lanfranc, left Para July 18 for Liverpool
 via Lisbon and Havre

AN influential meeting has just been held at Newcastle to consider the proposals of the Government with regard to the Tyne defences. The Duke of Northumberland presided, and said he thought the subject of furnishing volunteers to take charge of the defences ought to be one for local consideration.—The Mayor of Newcastle moved a resolution for the formation of a committee to consider the proposals of the Government regarding the Tyne.—Lord Ravensworth seconded this resolution, which was unanimously agreed to.—The Duke of Northumberland was elected chairman of the committee, and the Earl of Ravensworth vice-chairman.—Lord Armstrong said if the Tyne provided men the Government ought to provide material; but at present the Government scheme was vague. Should they confine themselves to the harbour solely, or go out to sea to join in resisting predatory vessels of the enemy? Operations outside the harbour were important, and they required to be enlightened about them. It was the first duty of the Government before calling upon localities to aid them to fortify and arm their batteries with quick-firing guns of range force.

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